

1930

ONE HUNDRED AND FOURTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF

THE BALTIMORE AND OHIO RAILROAD COMPANY

FOR THE

YEAR ENDED DECEMBER 31, 1930.

OFFICE OF THE SECRETARY,
BALTIMORE, MD.



THE PRESIDENT AND DIRECTORS
OF
THE BALTIMORE AND OHIO RAILROAD COMPANY

PRESIDENT

DANIEL WILLARD

DIRECTORS

NEWTON D. BAKER
BERNARD M. BARUCH
*DELOS W. COOKE
JOHN J. CORNWELL
ROBERT GARRETT
JOHN R. MORRON

FREDERICK H. RAWSON
HENRY RUHLENDER
GEORGE M. SHRIVER
JOHN F. STEVENS
PAUL M. WARBURG
JOSEPH E. WIDENER

*Deceased February 10, 1931.

OFFICERS OF THE BALTIMORE AND OHIO RAILROAD COMPANY
AS OF DECEMBER 31, 1930

PRESIDENT.....	DANIEL WILLARD
SENIOR VICE-PRESIDENT, AND IN CHARGE OF ACCOUNTING, TREASURY, CLAIM AND RELIEF DEPARTMENTS.....	GEO. M. SHRIVER
VICE-PRESIDENT IN CHARGE OF OPERATION AND MAINTENANCE.....	CHAS. W. GALLOWAY
VICE-PRESIDENT IN CHARGE OF FREIGHT TRAFFIC, MAIL AND EXPRESS AND COMMERCIAL DEVELOPMENT.....	GOLDER SHUMATE
VICE-PRESIDENT, EXECUTIVE REPRESENTATIVE IN CHICAGO, ILL.....	H. B. VOORHEES
ASSISTANT TO PRESIDENT.....	J. S. MURRAY
ASSISTANT TO PRESIDENT.....	E. C. WASHBURN
SECRETARY.....	GEO. F. MAY
TREASURER.....	E. M. DEVEREUX
ASSISTANT TREASURER.....	T. H. SCHULTZ
ASSISTANT TREASURER.....	J. Q. MCCOMAS
ASSISTANT TREASURER.....	W. R. BIXLER
TRANSFER AGENT.....	J. A. HICKMAN
GENERAL COUNSEL.....	JOHN J. CORNWELL
GENERAL SOLICITOR.....	H. R. PRESTON
GENERAL SOLICITOR, WESTERN LINES.....	MORISON R. WAITE
COMPTROLLER.....	J. J. EKin
ASSISTANT COMPTROLLER.....	W. D. OWENS
ASSISTANT COMPTROLLER.....	F. A. DEVERELL
ASSISTANT COMPTROLLER.....	J. P. O'MALLEY
GENERAL FREIGHT CLAIM AGENT.....	C. C. GLESSNER
CHIEF ENGINEER.....	H. A. LANE
PURCHASING AGENT.....	W. S. GALLOWAY
REAL ESTATE AGENT.....	C. H. MORAN
SUPERINTENDENT OF RELIEF DEPARTMENT AND PENSION FEATURE.....	W. M. KENNEDY
GENERAL FREIGHT TRAFFIC MANAGER.....	O. S. LEWIS
FREIGHT TRAFFIC MANAGER, BALTIMORE, MD.....	SAMUEL HOUSE
FREIGHT TRAFFIC MANAGER, CINCINNATI, OHIO.....	H. R. LEWIS
FREIGHT TRAFFIC MANAGER, CHICAGO, ILL.....	J. T. CARROLL, JR.
FREIGHT TRAFFIC MANAGER, NEW YORK, N. Y.....	W. F. RICHARDSON
FREIGHT TRAFFIC MANAGER, PITTSBURGH, PA.....	C. H. PUMPHREY
FREIGHT TRAFFIC MANAGER, INDIANAPOLIS, IND.....	J. A. SIMMONS
COAL TRAFFIC MANAGER.....	H. A. COCHRAN
FOREIGN FREIGHT TRAFFIC MANAGER.....	F. J. COUSE
EXECUTIVE ASSISTANT TO VICE-PRESIDENT—TRAFFIC AND COMMERCIAL DEVELOPMENT.....	H. O. HARTZELL
PASSENGER TRAFFIC MANAGER.....	W. B. CALLOWAY
GENERAL MANAGER, EASTERN LINES, BALTIMORE, MD.....	E. W. SCHEER
GENERAL MANAGER, WESTERN LINES, CINCINNATI, OHIO.....	C. W. VAN HORN
GENERAL MANAGER, NEW YORK TERMINAL LINES, NEW YORK, N. Y.....	W. G. CURREN
GENERAL SUPERINTENDENT OF TRANSPORTATION.....	D. F. STEVENS
GENERAL SUPERINTENDENT OF POLICE.....	H. L. DENTON
CHIEF OF MOTIVE POWER AND EQUIPMENT.....	GEO. H. EMERSON
GENERAL SUPERINTENDENT CAR DEPARTMENT.....	J. J. TATUM
CHIEF ENGINEER MAINTENANCE.....	EARL STIMSON
CHIEF ENGINEER—ELECTRIC TRACTION.....	J. H. DAVIS
ENGINEER OF TESTS.....	CHARLES P. VAN GUNDY
SIGNAL ENGINEER.....	G. H. DRYDEN
SUPERINTENDENT OF TELEGRAPH.....	C. A. PLUMLY
SUPERINTENDENT OF FLOATING EQUIPMENT.....	J. H. CLARK
VALUATION ENGINEER.....	JENKS B. JENKINS
GENERAL CLAIM AGENT.....	C. C. PEERY
GENERAL TAX AGENT.....	F. J. GRIFFITH
MANAGER OF DINING CAR AND COMMISSARY DEPARTMENT.....	F. A. STINE

ANNUAL REPORT

THE BALTIMORE AND OHIO RAILROAD COMPANY

CALENDAR YEAR 1930

BALTIMORE, MD., June 24, 1931.

To the Stockholders of The Baltimore and Ohio Railroad Company:

On February 28, 1931, you were mailed a condensed income account and balance sheet and brief summary of the operations of your Company in 1930. The President and Directors herein present a more extended review of the Company's affairs and its operations for the fiscal period ended December 31, 1930.

PROPERTY OPERATED.

The miles of track operated by your Company may be classified as follows, viz.:

	MILES OF FIRST MAIN TRACK	MILES OF ALL TRACKS
Owned and operated lines.....	5,315.40	10,353.62
Leased lines.....	147.70	380.45
Trackage rights over other lines.....	101.08	245.05
Total miles operated.....	<u>5,564.18</u>	<u>10,979.12</u>

In addition to this operated mileage the Company has trackage rights and is operating through passenger trains over the lines of the Reading Company and Central R. R. Co. of New Jersey between Philadelphia, Pa., and Jersey City, N. J., a distance of 89.30 miles. The operated mileage is shown more in detail in Table 16, page 35.

The equipment of your Company in service at the close of the year, grouped according to class of service, consists of:

2,364 Locomotives	103,170 Freight train cars,
1,746 Passenger train cars,	3,634 Work equipment units and
204 Marine equipment units.	

Table 15, page 34, classifies the equipment in greater detail.

The Company's recorded investment in road, equipment and other property held for or used in the service of transportation on December 31, 1930, was \$918,512,307.87, an increase over the same period of the preceding year of \$24,230,686.74, of which mention is made hereinafter.

In addition to the property and investment mentioned above, your Company, through ownership of all or substantially all the capital stock, controls the following railroad companies operating the mileage shown, viz.:

	MILES OF FIRST MAIN TRACK	MILES OF ALL TRACKS
The Baltimore and Ohio Chicago Terminal Railroad Company..	83.00	319.03
The Staten Island Rapid Transit Railway Company (including Staten Island Railway Company).....	23.54	112.74
Dayton & Union Railroad Company.....	46.99	52.00
Total miles operated.....	<u>153.53</u>	<u>483.77</u>

While these companies are under the common control and management of your Company, they are, for the time being, separately operated, but the net results of such operations are taken into the income account

of your Company. A condensed statement of the operations of these Companies will be found in Table 13, page 31.

Pursuant to agreements made in 1929 and referred to in the annual report for that year, and with the approval of the Interstate Commerce Commission, your Company in 1930 acquired ownership of about 98% of the outstanding shares of stock of the Buffalo, Rochester & Pittsburgh Railway Company and about 99% of the outstanding stock of the Buffalo & Susquehanna Railroad Corporation. The mileage operated by these Companies, after eliminating inter-corporate trackage, is as follows:

	MILES OF FIRST MAIN TRACK	MILES OF ALL TRACKS
Buffalo, Rochester & Pittsburgh Railway Co.	520.59	1,144.97
Buffalo & Susquehanna Railroad Corporation.	238.10	310.10
Total miles operated.	<u>758.69</u>	<u>1,455.07</u>

The combined mileage operated by your Company on December 31, 1930, including trackage, was 6,565.70 miles of first main track, and 13,096.56 miles of all tracks.

OPERATIONS FOR THE YEAR.

The wide-spread depression in business which began in the last quarter of 1929 continued throughout the year of 1930, and its effect is reflected in the severe decline in the income of your Company in common with industry and commerce in general.

A statement of the income of the year in comparison with the year 1929, will be found in Table 1, page 16, and a summarization thereof will show:

	Year 1930.	Year 1929.	Increase or Decrease.
Total railway operating revenues.	\$206,660,435.44	\$245,418,776.27	\$38,758,340.83
Total railway operating expenses.	153,142,374.55	180,570,034.50	27,427,659.95
Net revenue from railway operations.	\$ 53,518,060.89	\$ 64,848,741.77	\$11,330,680.88
Other operating charges.	13,269,447.51	15,664,631.83	2,395,184.32
Net railway operating income.	\$ 40,248,613.38	\$ 49,184,109.94	\$ 8,935,496.56
Other income from investments, rents, etc..	11,243,924.10	8,427,835.53	2,816,088.57
Gross corporate income.	\$ 51,492,537.48	\$ 57,611,945.47	\$ 6,119,407.99
Deduct: Miscellaneous corporate expenses..	912,901.83	819,479.74	93,422.09
Net corporate income available for fixed charges, rents, etc.	\$ 50,579,635.65	\$ 56,792,465.73	\$ 6,212,830.08
Deduct: Fixed interest charges, rents, etc. ...	29,155,865.33	28,024,557.26	1,131,308.07
Net income available for dividends.	<u>\$ 21,423,770.32</u>	<u>\$ 28,767,908.47</u>	<u>\$ 7,344,138.15</u>

Fixed charges were earned 1.735 times in 1930, compared with 2.027 times in 1929.

Revenue from freight traffic was \$173,706,336.87, or 84.05 per cent. of all revenue, and was \$31,783,065.34 or 15.47 per cent. less than in 1929. Revenue freight carried amounted to 91,907,620 tons, a decrease of 16,694,428 tons, or 15.37 per cent. The average distance each ton of freight was carried was 187.12 miles and was equivalent to 17,198,081,979 tons carried one mile, being 3,459,787,082 ton miles, or 16.75 per cent. under the preceding year. Table 12, pages 28, 29 and 30, shows the tons of freight carried during the year, classified according to commodities, and will show, when compared with 1929, decreases of 7.48 per cent. in products of agriculture, 4.14 per cent. in animals and products, 14.89 per cent. in products of mines, 32.27 per cent. in products of forests and 15.86 per cent. in all other commodities. Other statistics pertaining to freight traffic will be found in Tables 10, and 11, page 27.

Despite the improved service, equipment and facilities provided for the traveling public, passenger revenues continue to decline, due largely to the increased use of privately-owned automobiles and to the more intensive competition of motor coaches and bus lines. The fact that these bus lines operate for the most part

without restriction as to rates and are unregulated as to service adds to the difficulty in meeting such competition. Passenger revenues for 1930 were \$18,567,621.81, a decrease, compared with 1929, of \$3,571,004.70, or 16.13 per cent., and constituted but 8.98 per cent. of all revenues. The total passengers carried numbered 7,143,358, which was 1,894,713, or 20.96 per cent. less than the number carried last year. The average distance each passenger was carried was 87.55 miles, and was the equivalent of 625,376,546 passengers carried one mile, as compared with 728,586,197 passengers carried one mile in 1929, a decrease of 103,209,651, or 14.17 per cent. in passengers one mile. Passenger traffic statistics will be found in Tables 8 and 9, page 26.

Mail revenue indicates a decrease in comparison with 1929 of \$1,324,635.40, or 28.31 per cent. However, there was included in this account in 1929 an additional allowance of \$1,331,823.80 for transporting mail during the period from May 9, 1925, to July 31, 1928, and if, for a true comparison of the business handled in 1930 and 1929, this allowance be eliminated, there is a slight increase in favor of the year 1930.

All other operating revenues, including express, show a decrease, as compared with 1929, of \$2,079,635.39, or 15.86 per cent. Total revenues for the year were \$206,660,435.44, being \$38,758,340.83, or 15.79 per cent. less than in 1929.

The severe decline in business necessarily entailed a substantial curtailment of expenses, but this curtailment was not sufficient to overcome the loss in revenues, nor were expenses reduced beyond the point consistent with safe and efficient operation and of rendering service equal to the demands of the public.

A statement of operating expenses in detail will be found in Table 5, pages 22, 23 and 24.

Expenditures for maintenance of way and structures in 1930 amounted to \$22,442,383.22, and for maintenance of equipment, \$41,693,160.41, making the total of all maintenance charges for the year, \$64,135,543.63, a decrease, as compared with 1929, of \$17,048,065.33, or 21.00 per cent. The combined maintenance charges absorbed 31.03 per cent. of all operating revenues against 33.08 per cent. for last year. Notwithstanding the curtailment in expenditures for maintenance, the property was adequately maintained and is in good physical and operating condition.

Transportation expenses for the year were \$72,500,105.83, a decrease under 1929 of \$10,458,707.03, or 12.61 per cent. and absorbed 35.08 per cent. of all revenues, as compared with 33.80 per cent. in 1929.

The total of all operating expenses was \$153,142,374.55, as compared with \$180,570,034.50 in 1929, a decrease of \$27,427,659.95, or 15.19 per cent., and was 74.10 per cent. of all revenues, as compared with 73.58 per cent. in 1929.

The net revenues, after deducting all operating expenses, were \$53,518,060.89, and were \$11,330,680.88, or 17.47 per cent. less than in 1929.

Accruals for taxes decreased \$1,639,128.51, or 13.70 per cent., due largely to the decline in taxable income. There was also a decrease in equipment and joint facility rentals of \$817,921.83, or 21.92 per cent. due to less use during the year of equipment and facilities of others and to some adjustments pertaining to prior years.

Net railway operating income was \$40,248,613.38 in 1930, and shows a decrease of \$8,935,496.56, or 18.17 per cent., in comparison with the preceding year, and is equivalent to a return of 4.38 per cent. on the recorded investment of the Company in property held for or in the service of transportation, as compared with a like return in 1929 of 5.50 per cent.

Income from sources other than transportation amounted to \$11,243,924.10, an increase over 1929 of \$2,816,088.57, substantially all of which is accounted for as dividends received on stock of other companies held in the treasury of your Company.

Deductions from income for fixed and other charges amounted to \$30,068,767.16, and was \$1,224,730.16 in excess of similar charges for the preceding year. This excess was almost exclusively in interest charges, occasioned by the issue and sale during the year of \$63,031,000.00 Thirty-year Convertible 4½ Per Cent. Bonds, of which mention is made hereinafter.

After providing for all fixed and other charges, there remained a net income of \$21,423,770.32, a decrease as compared with 1929, of \$7,344,138.15, or 25.53 per cent. Out of the net income was paid quarterly dividends at the rate of 4 per cent. per annum on the Company's preferred stock outstanding, leaving surplus income of \$19,069,242.32, equivalent to \$7.44 per share on the total common stock outstanding at December 31, 1930, and on which stock quarterly dividends aggregating 7 per cent. per annum were declared during the year 1930.

GENERAL BALANCE SHEET.

A general balance sheet showing the assets and liabilities of the Company at the close of business, December 31, 1930, is appended hereto as Table 2, page 18.

The recorded investment in property used in transportation service, that is the property used in the production of net railway operating income as shown in Table 1, page 16, at the end of the year is \$918,512,307.87, and reflects a net increase over the corresponding period of the previous year of \$24,230,686.74, classified as follows, viz.:

Investment in Road—Increased.....	\$14,592,378.25
Investment in Equipment—Increased.....	9,659,278.79
Investment in Real Estate—Decreased.....	20,970.30
Total.....	<u>\$24,230,686.74</u>

There was an increase in other investments of \$62,206,332.75, due chiefly to acquisition during the year of stock of the Buffalo, Rochester & Pittsburgh Railway Company; Buffalo & Susquehanna Railroad Corporation; additional stock of the Reading Company, and to the purchase of securities of the Chicago & Alton Railroad Company, all of which is explained in somewhat more detail hereinafter. A minor part of the total increase is represented by investment advances to owned or controlled subsidiaries.

Current assets show a decrease of \$21,958,140.55, which is mainly due to the application of funds on special deposit to the acquisition of securities, and to the purchase of equipment. There was also a substantial reduction in materials and supplies account.

No additional capital stock was issued during the year 1930.

The increase of \$53,547,374.67 in funded debt is accounted for as follows, viz.:

INCREASE:

Sale of Thirty-year 4½% Convertible Bonds, due February 1, 1960.. \$63,031,000.00

DECREASE:

Equipment obligations retired at maturity.....	\$7,520,100.00	
Mortgage bonds retired at maturity.....	1,959,000.00	
Miscellaneous obligations retired.....	4,525.33	9,483,625.33
Net Increase.....		<u>\$53,547,374.67</u>

Provision was also made for the payment at maturity, January 1, 1931, of \$2,728,000.00 Dayton & Michigan Railroad Company Mortgage Bonds.

To reimburse the Company's treasury for past expenditures and to provide necessary funds for future capital requirements, the Company, through an offering to its stockholders on March 11, 1930, issued and sold, with the approval of the Interstate Commerce Commission, \$63,031,000.00 Thirty-year 4½% Convertible Gold Bonds. These bonds are dated February 1, 1930, and are due and payable on February 1, 1960, but are redeemable as a whole at the option of the Company on February 1, 1936, or any interest date to and including February 1, 1955, at a premium of 5 per cent., and redeemable thereafter at a premium of one-half of one per cent. for each six months between the redemption and maturity date. Also the bonds are convertible at the option of the holder into common stock of the Company as follows: On and after February 1, 1931, and before February 1, 1936, at \$120.00 per share; on and after February 1, 1936, and before February 1, 1941, at \$125.00 per share; on and after February 1, 1941, and on or before February 1, 1946, at \$130.00 per share. The President and Directors have authorized, and the Interstate Commerce Commission has approved the issue of a sufficient number of shares of the Company's common stock to be issued when and as necessary to effect the conversion of these bonds.

To temporarily finance the purchase of Chicago & Alton Railroad Company securities, the Company negotiated short-term loans to the amount of \$23,000,000.00, and this, together with decreases in other accounts, explains the net increase of \$18,546,149.25 in current liabilities.

ADDITIONS AND BETTERMENTS TO ROAD.

Gross expenditures for additions, betterments and extensions to road property were \$17,385,178.08, and from this is deductible \$2,792,799.83, as the cost of property retired from service, leaving net increase in investment in road during 1930, \$14,592,378.25, as may be seen by reference to Table 4, page 21. Some of the more important improvements follow:

Work continued on the South Philadelphia improvement, undertaken jointly with other interests for the purpose of developing an industrial belt line and to eliminate grade crossings. Progress has been made to the extent that the new facilities are in operation to a point south of 26th Street and on Delaware Avenue.

Improvements to increase the capacity and efficiency of operation of Piers 6 and 7, Locust Point, Baltimore, Md., were completed about mid-year.

The extension of the Marley Neck Branch, Curtis Bay, Md., one and one-half miles in length, mentioned in the report of last year, was completed and placed in operation in November, thereby affording direct all-rail connection to established industries of some magnitude, and will permit the development of a considerable area of valuable and desirable water-front property which has been retarded by lack of rail transportation.

Facilities expressly designed for the prompt and effective handling of fruit and produce were erected and placed in operation during the year at Baltimore, Md. These facilities, located on Company property on one of the main commercial thoroughfares of the City, include team tracks of 207 cars capacity, heated platform space for display of contents of ninety cars, auction rooms and offices.

During the year an important improvement was undertaken at Harpers Ferry, W. Va., providing a new and heavier bridge across the Potomac River, removing restricting clearances in the tunnel at that point, and improving the alignment. The work is progressing satisfactorily, and it is anticipated the improvement will be completed and placed in operation early in 1931.

A car dumper and other facilities for the transfer of coal from cars to barges is under construction at Glenwood, on the Monongahela River just outside of Pittsburgh, Pa.

Extensive improvements were practically completed during 1930 between Fairmont, W. Va., and Lorain, Ohio, permitting greater operating efficiency in handling the heavy coal traffic moving via that line. The improvements consisted of strengthening bridges, construction of second track and sidings, improved signals, and enlarged engine facilities.

The improvements undertaken by the Company in connection with the new passenger and freight terminals at Cincinnati, Ohio, proceeded according to program, and in 1930 a new freight house and facilities were provided at Spring Grove Avenue.

Facilities necessary to provide improved water supply for locomotives were completed during the year on the St. Louis Division, and in continuance of a fixed policy, similar facilities are now being supplied on the Indianapolis Division. Economies resulting from similar expenditures during the last five years amounted to \$1,157,000 during 1930.

To facilitate the movement of traffic and to insure greater safety, new position light signals were installed on the joint line between Newark and Columbus, Ohio, 32.3 miles. For like purposes new automatic color position light signals were installed between the following points: Keyser and Rodemer, W. Va., 45.7 miles; Hardman and Grafton, W. Va., 9.9 miles; Loveland and Midland City, Ohio, 20.0 miles; and Roachton and Toledo, Ohio, 12.0 miles, making a total of 87.6 miles in all. Six new interlocking plants were installed and twenty-five existing plants rearranged and improved. Additional protection was provided for ninety-three highway crossings.

The demand for elimination of highway crossings at grade continues, and while in most instances some part of the cost of this work is borne by the public, the large amounts paid by the carriers constitute a drain upon their resources, particularly as such expenditures are productive of little, if any, saving in operating costs. During 1930 the elimination of grade crossings at Relay and Ridgeville, Md., and Glendale and Newark, Ohio, was completed, and similar work is under way at Gaithersburg, Md., Kearneysville, W. Va., and Akron and Dayton, Ohio. Considerable progress was made in eliminating the grade crossing at Second Avenue, Pittsburgh, Pa., by reason of which space will be secured for additional tracks. The expenditure by this Company for grade elimination during the year aggregated \$3,139,963.35.

The program of improving bridge structures was continued and permitted the removal during the year of eleven slow orders and an increase in engine rating over 457 miles of line, including the important territory between Fairmont, W. Va., and Lorain, Ohio, mentioned above. There were forty-three bridge openings filled and 8,128 linear feet of trestle eliminated.

ADDITIONS AND BETTERMENTS TO EQUIPMENT.

The total expended in 1930 for new equipment was \$11,359,732.51, and equipment having a book value of \$1,700,453.72 was retired from service as no longer suitable for modern and efficient operation, making a net increase of \$9,659,278.79 in the value of equipment in service at the end of the year.

For the greater comfort, convenience and safety of passengers, the following new all-steel equipment was acquired and placed in service during 1930, viz.: 50 coaches, 7 cafe and parlor cars and 5 diner cars. In addition 10 coaches with individual adjustable reclining seats were placed in service, and 4 more are under construction. These coaches are an innovation in passenger service equipment, and have been designed especially for over-night travelers who do not wish to avail themselves of Pullman sleeping-car accommodations, and are constructed so as to afford the greatest possible comfort for patrons. Another unique feature of this equipment is a lunch counter compartment in each car, where light lunches and beverages may be had at moderate cost and under sanitary conditions.

Additional all-steel freight train cars acquired during the year consisted of 1,625 box cars, 300 hopper cars and 1,300 gondola cars. There were also purchased and placed in the Company's service at its marine terminals in New York and Baltimore, 2 tug boats, 10 covered lighters, 5 refrigerator lighters and 10 car floats.

The equipment retired and written out of the investment account consisted of 9 passenger train cars, 1,485 freight train cars, 176 units of work equipment and some miscellaneous equipment.

COMMERCIAL DEVELOPMENT DEPARTMENT.

This department, through the activities of its Industrial, Industrial Survey, Geological, Agricultural, Engineering and Traffic Research Bureaus, was instrumental in bringing about the location on the Company's lines of railroad in 1930, of 414 new industries and the expansion of 50 existing industries, involving in all an additional plant investment of approximately \$18,000,000. The department cooperates with Chambers of Commerce and similar organizations of various places and endeavors to assist in furthering industrial development and expansion. The department also keeps in close contact with agricultural colleges and farm agencies and organizations of all kinds for the purpose of aiding in the improvement of general agricultural conditions, and to this end demonstration trains are operated over the Company's lines to show to the farmers and others the benefits to be derived from raising pure bred live stock and of using more modern farming methods.

FEDERAL VALUATION.

There has been no change in the status of Federal valuation of the Company's property from that given in the annual report for the year 1929. To December 31, 1930, there had been expended in the valuation of the Company's properties, exclusive of that expended by the Government itself, \$5,872,191.06, of which sum \$1,693,911.65 represents the cost to the Company of complying with the Interstate Commerce Commission's requirements to bring the valuation forward to subsequent dates.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY COMPANY.

As mentioned in the report for last year, the Interstate Commerce Commission on February 28, 1930, approved the acquisition by your Company of control of the Buffalo, Rochester & Pittsburgh Railway Company by the purchase of capital stock under the option agreement of March 1, 1929. Of the total outstanding stock your Company owned at December 31, 1930, 56,861 shares or 94.77 per cent. of preferred stock and 104,781 shares, or 99.80 per cent. of common stock, constituting 97.97 per cent. of all stock and additional stock is being acquired as opportunity offers. This railroad connects with the lines of the Baltimore and Ohio at Butler, Pa., and extends northward to the important cities of Buffalo and Rochester, N. Y., comprising, with leased lines and branches, 520.59 miles of road. The line was allocated to your Company by the Interstate Commerce Commission in its complete plan for the consolidation of railroads into a limited number of systems and it is believed will be a valuable adjunct to the Baltimore and Ohio System.

BUFFALO & SUSQUEHANNA RAILROAD CORPORATION.

Mention was also made in the report for last year of the approval by the Interstate Commerce Commission on May 16, 1930, of the acquisition of control by your Company of the Buffalo & Susquehanna Railroad Corporation through the purchase of capital stock under an option agreement of August 2, 1929. To December 31, 1930, your Company has acquired 39,449 shares, or 98.62 per cent. of preferred stock and 29,806½ shares, or 99.36 per cent. of common stock, being equivalent to 98.95 per cent. of the total of all stock outstanding, and additional stock is being acquired as opportunity offers. The railroad connects with the Buffalo, Rochester & Pittsburgh Railway Company, and excluding trackage over the lines of that Company, operates a line, Sagamore, Pa., to Addison, N. Y., with branches to Keating Summit and Ansonia, Pa., and Wellsville, N. Y., comprising 238.10 miles of road. This property was likewise allocated to the Baltimore and Ohio under the complete plan, and will form a part of this Company's proposed new short line from the West to New York City.

CHICAGO AND ALTON RAILROAD COMPANY.

The owned, leased and operated lines of this Company extend from Chicago, Ill., to St. Louis and Kansas City, comprising, together with branches, about 1,028.49 miles of road. This property which connects with the lines of the Baltimore and Ohio at Chicago and Springfield, Ill., and St. Louis, Mo., was also allotted to the Baltimore and Ohio System in the Commission's complete plan for the consolidation of railroads. In these circumstances your Company offered to purchase from the holders thereof all the securities of the Chicago and Alton in default, together with the accumulated unpaid interest thereon, and to date has acquired substantially all of such securities. On December 11, 1930, the property was sold at public auction and purchased by interests identified with your Company, which sale was on January 8, 1931, ratified and confirmed by the District Court of the United States for the Northern District of Illinois, Eastern Division. The purchase was made, however, subject to approval by the Interstate Commerce Commission of the acquisition of control of the property by or in the interest of the Baltimore and Ohio. At the instigation of your Company, The Alton Railroad Company, a new corporation created for the purpose, has filed its application with the Interstate Commerce Commission for authority to acquire and operate the property, and your Company has also filed its application for authority to acquire control of the new Alton Railroad Company, by purchase of its entire capital stock. Both applications are now pending before the Commission.

READING COMPANY.

The Reading Company, with which your Company has always had close traffic relations, is also one of the railroad properties allotted to the Baltimore and Ohio System in the complete plan of the Interstate Commerce Commission for the consolidation of railroads into a limited number of systems. Since 1903 your Company has owned a substantial interest in the stock of the Reading Company which has of late been augmented in anticipation of the ultimate inclusion of that Company in the Baltimore and Ohio System as contemplated by the Commission.

RELIEF DEPARTMENT.

The Relief Department is a voluntary association of employes of the Company which conducts its activities through two divisions, the Relief Feature and the Savings Feature, each of which is separate and distinct from the other. The entire expense of conducting the operations of both Features is assumed and paid by The Baltimore and Ohio Railroad Company, so that the entire receipts and incomes are available for the purposes of the Department, in which the Company has no pecuniary interest.

That division known as the Relief Feature offers health, accident and life insurance at reasonable rates to those Company employes who desire to secure the benefits of this Feature. The total number of employes of the Company on December 31, 1930, was 60,594, of whom 51,017, or 84.19 per cent. were members of the Relief Feature.

The Savings Feature receives deposits from members who are employes of the Company, out of which deposits loans are made to members to purchase or build homes, the loans all being secured by first mortgages on real estate for not to exceed three-fourths the value thereof. Borrowers are privileged to acquire through the Relief Feature insurance to the extent of the loan so that in event of death the home may pass to dependents free of incumbrance. During 1930 depositors received \$1,115,332.88, or 5½ per cent. by way of interest and dividends on their deposits. That the advantages of the Savings Feature are recognized and appreciated, is shown by the fact that on December 31, 1930, employes of the Company had on deposit \$21,684,367.31 in this

Feature, an increase for the year of \$1,450,264.88, or 7.17 per cent. The outstanding loans to members on the same date were \$11,225,755.83, a decrease for the year of 0.43 per cent. Such deposits as are not required for loans are invested in income-producing securities, and these, on December 31, 1930, had an investment value of \$10,865,683.21. The Savings Feature on December 31, 1930, had a surplus of \$1,292,052.61.

PENSIONS.

Pensions are paid by the Company to superannuated and infirm employees and charged to operating expenses. No part of such pension payments is contributed by employees. The total number of pensioners on December 31, 1930, was 2,608, and the amount paid out in pensions during the year was \$1,477,049.32, an increase over 1929 of \$225,319.60. Pensions have been paid to employees since 1884, and to date, \$11,574,739.47 have been paid for that purpose.

GENERAL REMARKS.

January 16, 1930, William M. Kennedy was appointed Superintendent of the Company's Pension Feature.

June 18, 1930, Golder Shumate was elected Vice-President in charge of Freight Traffic, Mail and Express and Commercial Development Departments, vice Archibald Fries, deceased.

July 1, 1930, Omer S. Lewis was appointed General Freight Traffic Manager, Baltimore, Md., vice Golder Shumate, elected Vice-President, and Samuel House, Freight Traffic Manager, Baltimore, Md., vice Omer S. Lewis, promoted.

August 1, 1930, Charles C. Peery was appointed General Claim Agent, Baltimore, Md., vice Clarence W. Egan, who was retired at his own request after a service of forty-five years, during twenty-five years of which he was General Claim Agent at Baltimore.

December 1, 1930, F. G. Hoskins was appointed General Superintendent of the Maryland District, Baltimore, Md., vice R. W. Brown, resigned to become General Manager of the Central Railroad Company of New Jersey.

December 8, 1930, John H. Carroll, Jr., was appointed Freight Traffic Manager, Chicago, Ill., vice Stuart A. Allen, granted leave of absence account of ill health.

December 16, 1930, C. H. Pumphrey was appointed Freight Traffic Manager, Pittsburgh, Pa., vice John H. Carroll, Jr., transferred.

February 1, 1931, C. A. Gill, Superintendent of Motive Power at Baltimore, Md., was granted temporary leave of absence for service abroad.

It is with deep regret that the President and Directors record the death of the following officers of the Company during the past year:

Archibald Fries, Vice-President in charge of Traffic and Commercial Development since March 1, 1920, died on June 9, 1930, after almost a half-century of service in the Baltimore and Ohio System, commencing in 1881, all of which was spent in various capacities in the Traffic departments, his death terminating a long, loyal and efficient career.

George H. Campbell, Assistant to President, died on December 25, 1930. Mr. Campbell entered Baltimore and Ohio service in June, 1896, as Terminal Agent and Manager of Elevators at Baltimore. Subsequently, Assistant General Superintendent at Baltimore, General Superintendent at New York, and Vice-President of the Staten Island properties until July 1, 1910, when appointed Assistant to President, and represented the Company as Officer and Director in various Terminal and Warehouse activities. He was also one of the Trustees, Vice-President and Treasurer of the Oscar G. Murray Railroad Employees' Benefit Fund. During all of his service in various capacities he efficiently and loyally cared for the Company's interests and promoted its welfare.

A. Hunter Boyd, a General Attorney at Baltimore, died February 27, 1931. Mr. Boyd entered Baltimore and Ohio service on February 1, 1907, as one of Counsel in the Legal Department at Baltimore, and was appointed a General Attorney, January 15, 1916. In his death the Company lost the services of a most painstaking, thorough and efficient legal advisor.

The Board also records with deep regret the death, on February 10, 1931, of Delos W. Cooke, a Director of this Company and well-known transportation authority. A copy of the Minute adopted by the Board will be found on page 14.

There were 44,598 stockholders of record on December 31, 1930, an increase of 4,971 over the same date of the preceding year. The average holding per stockholder was 71 shares.

The Board again records with pleasure its appreciation of the loyal and efficient service and cooperation of officers and employees which obtained throughout this year.

By order of the Board,

DANIEL WILLARD,
President.

At a meeting of the President and Directors of The Baltimore and Ohio Railroad Company, held March 25, 1931, the following Minute upon the death of Delos Willard Cooke, was unanimously adopted:

"The President and Directors of The Baltimore and Ohio Railroad Company have learned with deep sorrow of the death, at Phoenix, Ariz., on February 10, 1931, of Delos Willard Cooke, a member of this Board since June 24, 1925.

"Born December 31, 1863, practically all of Mr. Cooke's business life was spent in transportation service both by land and water, serving on various Central and Western railroads until he entered the employ of the Erie Railroad Company at New York on December 1, 1895, subsequently becoming its Vice-President and General Traffic Manager, remaining with that system until December 1, 1918, when he assumed the duties of Associate Director in America of the Cunard Steamship Company, holding this office until retirement from active business in 1925.

"At the outbreak of the great World War and during this country's participation therein, Mr. Cooke's services were offered to and availed of by the American, English, French and Italian governments in connection with relief of the Belgians, Red Cross activities, food and fuel distribution, and transportation matters generally. In recognition of his distinguished services, England presented him with a piece of silver plate, France made him a Chevalier of the Legion of Honor, and Italy bestowed upon him the Orders of St. Maurice and St. Lazarus.

"Mr. Cooke, who was considered one of the foremost transportation experts in America, was frequently consulted by the officers of this Company relative to traffic and other railroad problems, and gave to them and to the Board the benefit of his wide and long experience in the transportation field. His extensive knowledge and mature judgment, combined with an exceedingly attractive personality made him a most valued and admired member of this Board, whose absence from its councils will be deeply regretted.

"The members of this Board extend to his family expressions of sincere sympathy in their bereavement, and direct that a copy of this Minute suitably engrossed be presented to them."

(A true copy)

G. F. MAY,
Secretary.

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TABLE 1.

INCOME AND SURPLUS ACCOUNTS.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

INCOME ACCOUNT.	1930.	1929.	INCREASE OR Decrease.
AVERAGE MILES OPERATED.....	*5,568.53	*5,577.13	8.60
RAILWAY OPERATING REVENUES:			
Freight.....	\$173,706,336.87	\$205,489,402.21	\$31,783,065.34
Passenger.....	18,567,621.81	22,138,626.51	3,571,004.70
Mail.....	3,353,728.75	4,678,364.15	1,324,635.40
Express.....	3,811,356.56	5,056,399.38	1,245,042.82
Other transportation revenues.....	2,791,858.55	3,200,509.91	408,651.36
Miscellaneous revenue.....	4,429,532.90	4,855,474.11	425,941.21
Total railway operating revenues.....	\$206,660,435.44	\$245,418,776.27	\$38,758,340.83
RAILWAY OPERATING EXPENSES:			
Maintenance of way and structures.....	\$ 22,442,383.22	\$ 29,418,140.40	\$ 6,975,757.18
Maintenance of equipment.....	41,693,160.41	51,765,468.56	10,072,308.15
Traffic.....	6,269,933.11	5,948,432.01	321,501.10
Transportation.....	72,500,105.83	82,958,812.86	10,458,707.03
Miscellaneous operations.....	2,142,665.89	2,291,917.79	149,251.90
General.....	8,145,895.35	8,250,056.91	104,161.56
Transportation for investment—Credit.....	51,769.26	62,794.03	11,024.77
Total railway operating expenses.....	\$153,142,374.55	\$180,570,034.50	\$27,427,659.95
NET REVENUE FROM RAILWAY OPERATIONS.....	\$ 53,518,060.89	\$ 64,848,741.77	\$11,330,680.88
Ratio of operating expenses to operating revenues.....	74.10%	73.58%	.52%
OTHER OPERATING CHARGES:			
Railway tax accruals.....	\$ 10,326,669.87	\$ 11,965,798.38	\$ 1,639,128.51
Uncollectible railway revenues.....	28,766.92	33,099.10	61,866.02
Equipment rents—Net debit.....	2,059,983.22	2,326,996.64	267,013.42
Joint facility rents—Net debit.....	854,027.50	1,404,935.91	550,908.41
Total other operating charges.....	\$ 13,269,447.51	\$ 15,664,631.83	\$ 2,395,184.32
NET RAILWAY OPERATING INCOME AS DEFINED IN THE TRANSPORTATION ACT OF 1920.....	\$ 40,248,613.38	\$ 49,184,109.94	\$ 8,935,496.56
OTHER INCOME:			
Income from lease of road.....	\$ 136,723.87	\$ 132,842.80	\$ 3,881.07
Miscellaneous rent income.....	689,155.60	664,476.46	24,679.14
Miscellaneous nonoperating physical property.....	215,299.13	234,182.13	18,883.00
Separately operated properties—Profit.....	873,527.36	773,113.04	100,414.32
Dividend income.....	5,372,291.26	2,566,820.04	2,805,471.22
Income from funded securities.....	1,690,302.30	1,685,768.60	4,533.70
Income from unfunded securities and accounts.....	2,169,082.82	2,127,368.06	41,714.76
Income from sinking and other reserve funds.....	43,829.28	190,195.63	146,366.35
Miscellaneous income.....	53,712.48	53,068.77	643.71
Total other income.....	\$ 11,243,924.10	\$ 8,427,835.53	\$ 2,816,088.57
GROSS INCOME.....	\$ 51,492,537.48	\$ 57,611,945.47	\$ 6,119,407.99
DEDUCTIONS FROM GROSS INCOME:			
Rent for leased roads.....	\$ 593,471.56	\$ 594,610.76	\$ 1,139.20
Miscellaneous rents.....	280,476.50	308,114.11	27,637.61
Miscellaneous tax accruals.....	310,931.95	294,900.30	16,031.65
Separately operated properties—Loss.....	503,291.63	407,356.27	95,935.36
Interest on funded debt.....	27,946,177.37	25,547,216.03	2,398,961.34
Interest on unfunded debt.....	335,739.90	1,574,616.36	1,238,876.46
Miscellaneous income charges.....	98,678.25	117,223.17	18,544.92
Total deductions from gross income.....	\$ 30,068,767.16	\$ 28,844,037.00	\$ 1,224,730.16
NET INCOME.....	\$ 21,423,770.32	\$ 28,767,908.47	\$ 7,344,138.15

Italics indicate decrease.

*Excludes passenger trackage rights between Philadelphia and Jersey City.

TABLE 1—Concluded.

INCOME AND SURPLUS ACCOUNTS.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

SURPLUS ACCOUNT.			
PROFIT AND LOSS ACCOUNT:			
Credit balance December 31, 1929.....			\$ 87,071,947.27
Net income for year 1930.....	\$21,423,770.32		
Miscellaneous adjustments for year—Net debit.....	<i>5,823,612.54</i>	15,600,157.78	
Total.....			\$102,672,105.05
Appropriations during year 1930:			
Income applied to sinking and other reserve funds.....	\$ 120,863.75		
Dividends:			
Preferred stock—			
1% Declared March 19, 1930.....	\$ 588,632.00		
1% Declared June 18, 1930.....	588,632.00		
1% Declared September 17, 1930.....	588,632.00		
1% Declared December 17, 1930.....	588,632.00	\$ 2,354,528.00	
Common stock—			
1¾% Declared March 19, 1930.....	\$4,485,171.67		
1¾% Declared June 18, 1930.....	4,485,171.67		
1¾% Declared September 17, 1930.....	4,485,171.67		
1¾% Declared December 17, 1930.....	4,485,171.67	17,940,686.68	
Total dividends.....		20,295,214.68	
			20,416,078.43
Credit balance December 31, 1930.....			\$ 82,256,026.62
ADDITIONS TO PROPERTY THROUGH INCOME AND SURPLUS:			
Credit balance December 31, 1929.....	\$27,117,117.31		
Additions during the year.....	192,438.45		
Credit balance December 31, 1930.....			27,309,555.76
SINKING FUND RESERVE:			
Credit balance December 31, 1929.....	\$ 279,721.64		
Additions during the year.....	16,024.59		
Credit balance December 31, 1930.....			295,746.23
TOTAL CORPORATE SURPLUS:			
Credit balance December 31, 1930.....			\$109,861,328.61

Italics indicate debits.

TABLE 2.
GENERAL BALANCE SHEET.
YEAR ENDED DECEMBER 31, 1930.

ASSETS.				COMPARISON WITH DEC. 31, 1929.
INVESTMENT IN PROPERTY USED IN TRANSPORTATION SERVICE:				
Investment in property directly owned:				
Road.....			\$293,861,626.81	
Equipment.....			269,231,028.81	\$563,092,655.62
Investment in subsidiary companies operated as constituent parts of the Company.....				341,811,160.06
Investment in miscellaneous physical property held for transportation purposes.....				9,895,292.19
Investment in perpetual leaseholds—Capitalized (per contra).....				3,713,200.00
Total property investment as related to railway operating income.....			\$918,512,307.87	\$24,230,686.74
OTHER INVESTMENTS:				
Investment in subsidiary and affiliated companies separately operated:				
	PLEDGED.	UNPLEDGED.	TOTAL.	
Stocks.....	\$ 5,356,523.73	\$31,059,349.15	\$ 36,415,872.88	
Bonds.....	36,888,000.00	168,441.00	37,056,441.00	
Miscellaneous.....		16,564,741.17	16,564,741.17	
Total.....	\$42,244,523.73	\$47,792,531.32		\$ 90,037,055.05
Investment in other miscellaneous physical property.....				4,609,483.83
Investment in sinking funds.....			\$ 295,746.23	
Less securities included below in "Securities of Carrier's Own Issue".....			292,000.00	3,746.23
Deposits in lieu of mortgaged property sold.....				616,358.03
Investment in other companies:				
	PLEDGED.	UNPLEDGED.	TOTAL.	
Stocks.....	\$ 14,629.00	\$86,781,330.55	\$ 86,795,959.55	
Bonds.....	13,352.25	315,327.01	328,679.26	
Miscellaneous.....	1.00	24,257,834.59	24,257,835.59	
Total.....	\$ 27,982.25	\$111,354,492.15		111,382,474.40
Total other investments.....			\$206,649,117.54	62,206,332.75
Grand total of all investments.....			\$1,125,161,425.41	\$86,437,019.49
CURRENT ASSETS:				
Cash.....			\$ 18,512,870.58	
Special deposits.....			1,400,863.11	
Loans and bills receivable.....			64,253.28	
Traffic and car service balances receivable.....			3,384,928.76	
Net balances receivable from agents and conductors.....			3,035,795.44	
Miscellaneous accounts receivable.....			9,735,962.35	
Materials and supplies.....			15,187,376.10	
Interest and dividends receivable.....			30,972.06	
Rents receivable.....			21,037.36	
Other current assets.....			101,824.09	
Total current assets.....			\$ 51,475,883.13	21,958,140.55
DEFERRED ASSETS:				
Working fund advances.....			\$ 192,934.13	
Insurance fund.....			\$ 3,507,892.55	
Less securities included below in "Securities of Carrier's Own Issue".....			836,000.00	2,671,892.55
Other deferred assets.....			269,332.68	
Total deferred assets.....			\$ 3,134,159.36	305,734.44
UNADJUSTED DEBITS:				
Rents and insurance premiums paid in advance.....			\$ 41,343.51	
Other unadjusted debits (interdepartmental accounts in process of adjustment).....			2,320,323.64	
Total unadjusted debits.....			\$ 2,361,667.15	591,350.50
SECURITIES OF CARRIER'S OWN ISSUE HELD BY OR FOR ITS ACCOUNT:				
	PLEDGED.	UNPLEDGED.	TOTAL.	
Preferred and common stocks.....		\$ 1,148,754.51	\$ 1,148,754.51	
Washington Branch (per contra).....	\$ 1,650,000.00		1,650,000.00	
Bonds.....	22,584,300.00	27,568,050.00	50,152,350.00	
Total securities of carrier's own issue.....	\$24,234,300.00	\$28,716,804.51	\$ 52,951,104.51	
Grand total.....			\$1,182,133,135.05	\$64,764,495.00

Italics indicate decrease.

TABLE 2—Concluded.
GENERAL BALANCE SHEET.
YEAR ENDED DECEMBER 31, 1930.

LIABILITIES.				COMPARISON WITH DEC. 31, 1929.
	TOTAL ISSUED.	HELD BY OR FOR COMPANY.	OUTSTANDING.	
CAPITAL STOCK:				
Common stock.....	\$256,302,100.00	\$ 6,666.46	\$256,295,433.54	
Preferred stock.....	60,000,000.00	1,136,838.05	58,863,161.95	
Separate stock—Washington Branch (per contra).....	1,650,000.00	1,650,000.00		
Total capital stock.....	<u>\$317,952,100.00</u>	<u>\$ 2,793,504.51</u>	<u>\$315,158,595.49</u>	\$ 19.00
PREMIUM ON CAPITAL STOCK:				
Baltimore & Ohio R. R. Co. Common stock.....	\$ 3,355,721.25		\$ 3,355,721.25	
LONG TERM DEBT UNMATURED:				
Equipment obligations.....	\$ 64,296,500.00		\$ 64,296,500.00	
Mortgage bonds.....	388,406,900.00	\$ 40,428,050.00	347,978,850.00	
Collateral trust bonds.....	65,709,500.00	9,724,300.00	55,985,200.00	
Convertible bonds, secured notes, etc.....	128,473,496.25		128,473,496.25	
Unassumed obligations of owned and operated properties.....	7,182,000.00		7,182,000.00	
Total long term debt.....	<u>\$654,068,396.25</u>	<u>\$ 50,152,350.00</u>	<u>\$603,916,046.25</u>	53,547,374.67
CAPITAL STOCK AND FUNDED DEBT OF LEASED LINES (per contra):				
Dayton & Michigan R. R. Co.—Common stock.....	\$ 2,401,950.00	\$ 5,000.00	\$ 2,396,950.00	
Dayton & Michigan R. R. Co.—Preferred stock.....	1,211,250.00		1,211,250.00	
Home Avenue R. R. Co.—Capital stock.....	100,000.00	250.00	99,750.00	
Total capitalized leaseholds.....	<u>\$ 3,713,200.00</u>	<u>\$ 5,250.00</u>	<u>\$ 3,707,950.00</u>	2,728,000.00
Total capital obligations and capitalized leaseholds.....	<u>\$979,089,417.50</u>	<u>\$ 52,951,104.51</u>	<u>\$926,138,312.99</u>	\$ 50,819,355.67
CURRENT LIABILITIES:				
Loans and bills payable.....			\$ 23,000,000.00	
Traffic and car service balances payable.....			3,311,552.58	
Audited accounts and wages payable.....			7,954,588.95	
Miscellaneous accounts payable.....			1,226,984.09	
Interest matured unpaid.....			2,196,326.49	
Dividends matured unpaid.....			151,664.47	
Funded debt matured unpaid.....			32,650.00	
Unmatured dividends declared.....			5,073,803.67	
Unmatured interest accrued.....			5,836,020.41	
Unmatured rents accrued.....			24,163.30	
Other current liabilities.....			1,346,458.24	
Total current liabilities.....			<u>\$ 50,154,212.20</u>	18,546,149.25
DEFERRED LIABILITIES:				
Liability for provident funds.....			\$ 1,744,033.56	
Other deferred liabilities.....			8,090,039.94	
Total deferred liabilities.....			<u>\$ 9,834,073.50</u>	61,234.86
UNADJUSTED CREDITS:				
Tax liability.....			\$ 3,731,778.72	
Insurance reserve.....			3,507,892.55	
Accrued depreciation—Equipment.....			75,317,566.32	
Other unadjusted credits (interdepartmental accounts in process of adjustment).....			3,587,970.16	
Total unadjusted credits.....			<u>\$ 86,145,207.75</u>	54,787.17
CORPORATE SURPLUS:				
Additions to property through income and surplus.....			\$ 27,309,555.76	
Sinking fund reserves.....			295,746.23	
Profit and Loss—Balance.....			82,256,026.62	
Total corporate surplus.....			<u>\$109,861,328.61</u>	4,607,457.61
Grand total.....			<u>\$1,182,133,135.05</u>	\$ 64,764,495.00

Italics indicate decrease.

The following securities bear the endorsement of The Baltimore and Ohio Railroad Company, jointly with other companies, viz.: Kentucky and Indiana Terminal Railroad Company, First Mortgage Sterling Bonds, \$7,041,776.60; Richmond-Washington Company, First Mortgage Bonds, \$10,000,000.00; Washington Terminal Company, First Mortgage Bonds, \$12,000,000.00; Cincinnati Union Terminal Company, First Mortgage Bonds, Series "A," \$12,000,000.00; Monongahela Railway Company, First Consolidated Mortgage Bonds, Series "A," \$10,000,000.00.

The above general balance sheet presents an accurate statement of the accounts of the Company as of December 31, 1930.

J. J. EKIN, Comptroller.

TABLE 3.

*Average rate per cent.

TABLE 4.

CHARGES TO PROPERTY INVESTMENT FOR IMPROVEMENTS AND ADDITIONS TO ROAD.
YEAR ENDED DECEMBER 31, 1930.

Engineering.....	\$ 532,485.34
Land for transportation purposes.....	2,788,097.78
Grading.....	1,168,663.39
Tunnels and subways.....	118,809.96
Bridges, trestles and culverts.....	1,819,561.86
Ties.....	362,238.20
Rails.....	959,331.37
Other track material.....	906,383.48
Ballast.....	204,141.71
Track laying and surfacing.....	570,073.99
Right-of-way fences.....	5,820.52
Crossings and signs.....	886,216.46
Station and office buildings.....	1,759,136.66
Roadway buildings.....	<i>14,010.40</i>
Water stations.....	160,969.35
Fuel stations.....	8,754.56
Shops and enginehouses.....	700,786.40
Wharves and docks.....	56,800.71
Coal and ore wharves.....	105,956.18
Telegraph and telephone lines.....	41,253.38
Signals and interlockers.....	1,159,349.50
Power substation buildings.....	6,771.16
Power distribution systems.....	49,112.91
Power line poles and fixtures.....	7,071.62
Miscellaneous structures.....	<i>94,771.10</i>
Paving.....	15,812.55
Roadway machines.....	45,400.03
Roadway small tools.....	4,772.15
Assessments for public improvements.....	192,847.09
Cost of road purchased.....	<i>43,928.03</i>
Shop machinery.....	83,943.22
Power substation apparatus.....	12,194.79
Taxes.....	8,756.58
Miscellaneous.....	3,574.88
Total.....	\$14,592,378.25

Italics indicate credits.

TABLE 5.

COMPARATIVE STATEMENT OF OPERATING EXPENSES.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

ACCOUNTS.	1930.	1929.	INCREASE.	DECREASE.
MAINTENANCE OF WAY AND STRUCTURES:				
Superintendence.....	\$ 1,704,200.46	\$ 1,740,588.15		\$ 36,387.69
Roadway maintenance.....	1,732,630.15	2,946,516.27		1,213,886.12
Tunnels and subways.....	126,641.10	146,564.25		19,923.15
Bridges, trestles and culverts.....	1,322,135.56	1,491,210.47		169,074.91
Ties.....	2,360,825.00	3,165,997.88		805,172.88
Rails.....	1,309,539.17	2,147,275.53		837,736.36
Other track material.....	1,655,824.88	2,558,352.45		902,527.57
Ballast.....	520,349.03	894,151.12		373,802.09
Track laying and surfacing.....	5,621,263.33	7,043,637.73		1,422,374.40
Right-of-way fences.....	59,735.29	88,157.89		28,422.60
Snow and sand fences and snow sheds.....	640.34	1,735.48		1,095.14
Crossings and signs.....	375,230.57	555,941.82		180,711.25
Station and office buildings.....	716,815.98	1,040,327.57		323,511.59
Roadway buildings.....	75,345.34	148,042.23		72,696.89
Water stations.....	422,517.79	444,888.11		22,370.32
Fuel stations.....	170,724.22	165,251.43	\$ 5,472.79	
Shops and enginehouses.....	735,111.53	898,707.40		163,595.87
Grain elevators.....	40,526.55	13,793.10	26,733.45	
Storage warehouses.....	13,140.39	22,676.95		9,536.56
Wharves and docks.....	133,281.45	205,224.55		71,943.10
Coal and ore wharves.....	199,296.48	189,928.29	9,368.19	
Telegraph and telephone lines.....	377,364.08	361,867.38	15,496.70	
Signals and interlockers.....	766,811.15	890,452.09		123,640.94
Power plant buildings.....	12,579.74	14,801.35		2,221.61
Power substation buildings.....	216.12	13.35	202.77	
Power transmission systems.....	12,251.69	9,873.84	2,377.85	
Power distribution systems.....	42,559.40	48,183.66		5,624.26
Power line poles and fixtures.....	20,879.97	26,412.74		5,532.77
Miscellaneous structures.....	3,015.60	4,887.66		1,872.06
Paving.....	14,491.04	28,475.73		13,984.69
Roadway machines.....	204,361.94	286,834.68		82,472.74
Small tools and supplies.....	272,968.27	438,000.59		165,032.32
Removing snow, ice and sand.....	146,066.69	236,320.83		90,254.14
Assessments for public improvements.....	25,516.63	54,073.85		28,557.22
Injuries to persons.....	219,643.22	183,125.70	36,517.52	
Insurance.....	214,412.68	273,294.78		58,882.10
Stationery and printing.....	33,985.37	49,216.76		15,231.39
Other expenses.....	26,316.97	31,851.50		5,534.53
Maintaining joint tracks, yards and other facilities—Dr.....	1,406,311.01	1,352,439.55	53,871.46	
Maintaining joint tracks, yards and other facilities—Cr.....	653,142.96	780,954.31	127,811.35	
Total.....	\$22,442,383.22	\$29,418,140.40		\$6,975,757.18
MAINTENANCE OF EQUIPMENT:				
Superintendence.....	\$ 1,924,958.12	\$ 1,961,321.69		\$ 36,363.57
Shop machinery.....	606,506.43	767,168.63		160,662.20
Power plant machinery.....	123,951.59	166,568.75		42,617.16
Power substation apparatus.....	4,148.30	2,788.47	\$ 1,359.83	
Steam locomotives—Repairs.....	17,446,942.51	21,542,412.97		4,095,470.46
Steam locomotives—Depreciation.....	1,727,580.25	2,042,595.59		315,015.34
Steam locomotives—Retirements.....	20,754.39	261,363.46		240,609.07
Other locomotives—Repairs.....	15,941.14	20,440.40		4,499.26
Other locomotives—Depreciation.....	14,968.81	16,545.24		1,576.43
Freight train cars—Repairs.....	10,798,654.92	13,027,015.08		2,228,360.16
Freight train cars—Depreciation.....	3,310,648.94	3,967,549.14		656,900.20
Freight train cars—Retirements.....	402,103.67	1,794,336.11		1,392,232.44
Passenger train cars—Repairs.....	2,245,951.39	2,607,707.23		361,755.84
Passenger train cars—Depreciation.....	426,801.36	660,658.83		233,857.47
Passenger train cars—Retirements.....	10,382.72	629.78	9,752.94	
Motor equipment of cars—Repairs.....	84,447.96	89,211.69		4,763.73
Floating equipment—Repairs.....	716,620.81	703,540.99	13,079.82	
Floating equipment—Depreciation.....	96,173.19	72,417.60	23,755.59	
Floating equipment—Retirements.....	3,086.00		3,086.00	
Work equipment—Repairs.....	492,030.86	607,266.83		115,235.97
Work equipment—Depreciation.....	263,475.14	224,812.67	38,662.47	
Work equipment—Retirements.....	44,817.28	216,165.04		171,347.76
Carried forward.....	\$40,780,945.78	\$50,752,516.19		\$9,971,570.41

Italics indicate credits.

TABLE 5—Continued.

COMPARATIVE STATEMENT OF OPERATING EXPENSES.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

ACCOUNTS.	1930.	1929.	INCREASE.	DECREASE.
MAINTENANCE OF EQUIPMENT—Concluded:				
<i>Brought forward</i>	\$40,780,945.78	\$50,752,516.19		\$ 9,971,570.41
Miscellaneous equipment—Repairs.....	18,249.21	21,746.89		3,497.68
Miscellaneous equipment—Depreciation.....	17,181.87	16,459.93	\$ 721.94	
Miscellaneous equipment—Retirements.....	2,091.16	3,160.16		1,069.00
Injuries to persons.....	221,368.27	223,928.64		2,560.37
Insurance.....	291,091.80	343,235.72		52,143.92
Stationery and printing.....	69,779.07	102,385.40		32,606.33
Other expenses.....	75,354.73	79,546.64		4,191.91
Maintaining joint equipment at terminals—Dr.....	364,344.92	399,909.79		35,564.87
<i>Maintaining joint equipment at terminals—Cr</i>	<i>147,246.40</i>	<i>177,420.80</i>	30,174.40	
Total.....	\$41,693,160.41	\$51,765,468.56		\$10,072,308.15
TRAFFIC EXPENSES:				
Superintendence.....	\$ 2,396,431.80	\$ 2,365,420.36	\$ 31,011.44	
Outside agencies.....	2,130,843.65	2,079,473.72	51,369.93	
Advertising.....	897,760.53	688,541.97	209,218.56	
Traffic associations.....	130,861.25	134,352.63		\$ 3,491.38
Industrial and immigration bureaus.....	188,094.22	188,637.88		543.66
Insurance.....	4,581.50	4,399.19	182.31	
Stationery and printing.....	463,740.80	410,780.49	52,960.31	
Other expenses.....	57,619.36	76,825.77		19,206.41
Total.....	\$ 6,269,933.11	\$ 5,948,432.01	\$321,501.10	
TRANSPORTATION—RAIL LINE:				
Superintendence.....	\$ 2,684,557.39	\$ 2,699,022.09		\$ 14,464.70
Dispatching trains.....	1,071,873.30	1,065,104.74	\$ 6,768.56	
Station employees.....	9,745,724.36	10,660,177.26		914,452.90
Weighing, inspection and demurrage bureaus.....	126,176.55	130,390.27		4,213.72
Coal and ore wharves.....	369,731.85	401,958.31		32,226.46
Station supplies and expenses.....	1,064,300.46	1,135,802.31		71,501.85
Yard masters and yard clerks.....	2,927,946.99	3,048,639.37		120,692.38
Yard conductors and brakemen.....	6,275,571.42	7,447,964.17		1,172,392.75
Yard switch and signal tenders.....	473,076.61	505,572.01		32,495.40
Yard enginemen.....	3,880,645.74	4,548,401.26		667,755.52
Yard motormen.....	5,613.50	5,648.50		35.00
Fuel for yard locomotives.....	1,442,563.36	1,781,089.41		338,526.05
Yard switching power purchased.....	2,006.05	1,704.60	301.45	
Water for yard locomotives.....	240,151.95	223,387.67	16,764.28	
Lubricants for yard locomotives.....	87,526.61	97,191.18		9,664.57
Other supplies for yard locomotives.....	60,124.18	82,463.86		22,339.68
Enginehouse expenses—Yard.....	1,209,730.68	1,351,779.43		142,048.75
Yard supplies and expenses.....	148,115.71	163,146.29		15,030.58
Operating joint yards and terminals—Dr.....	2,656,728.11	2,778,620.06		121,891.95
<i>Operating joint yards and terminals—Cr</i>	<i>494,937.16</i>	<i>583,920.85</i>	88,983.69	
Train enginemen.....	8,393,796.22	9,963,981.90		1,570,185.68
Train motormen.....	97,001.31	110,885.09		13,883.78
Fuel for train locomotives.....	6,838,766.15	8,162,401.00		1,323,634.85
Train power purchased.....	92,391.72	97,909.05		5,517.33
Water for train locomotives.....	813,740.37	781,006.93	32,733.44	
Lubricants for train locomotives.....	353,675.04	389,211.18		35,536.14
Other supplies for train locomotives.....	198,277.98	217,665.42		19,387.44
Enginehouse expenses—Train.....	2,796,148.30	2,983,162.69		187,014.39
Trainmen.....	8,411,359.95	10,038,821.90		1,627,461.95
Train supplies and expenses.....	3,265,719.83	3,565,099.90		299,380.07
Signal and interlocker operation.....	1,900,487.76	1,942,502.12		42,014.36
Crossing protection.....	670,637.91	675,403.65		4,765.74
Drawbridge operation.....	38,929.84	34,770.57	4,159.27	
Telegraph and telephone operation.....	396,245.62	384,438.43	11,807.19	
Operating floating equipment.....	1,237,450.23	1,503,482.02		266,031.79
Stationery and printing.....	384,238.21	531,815.81		147,577.60
Other expenses.....	180,655.07	177,406.73	3,248.34	
Operating joint tracks and facilities—Dr.....	810,900.36	793,138.43	17,761.93	
<i>Operating joint tracks and facilities—Cr</i>	<i>541,929.90</i>	<i>563,267.21</i>	21,337.31	
Insurance.....	124,933.66	140,375.46		15,441.80
Clearing wrecks.....	146,500.81	255,944.60		109,443.79
<i>Carried forward</i>	<i>\$70,587,154.10</i>	<i>\$79,730,297.61</i>		<i>\$ 9,143,143.51</i>

Italics indicate credits.

TABLE 5—Concluded.

COMPARATIVE STATEMENT OF OPERATING EXPENSES.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

ACCOUNTS.	1930.	1929.	INCREASE.	DECREASE.
TRANSPORTATION—RAIL LINE—Concluded:				
<i>Brought forward</i>	\$ 70,587,154.10	\$ 79,730,297.61		\$ 9,143,143.51
Damage to property.....	184,439.11	120,899.02	\$ 63,540.09	
Damage to live-stock on right-of-way.....	13,836.81	15,824.52		1,987.71
Loss and damage—Freight.....	699,068.97	1,580,299.70		881,230.73
Loss and damage—Baggage.....	1,606.84	2,492.01		885.17
Injuries to persons.....	1,014,000.00	1,509,000.00		495,000.00
Total.....	\$ 72,500,105.83	\$ 82,958,812.86		\$ 10,458,707.03
MISCELLANEOUS OPERATIONS:				
Dining and buffet service.....	\$ 1,914,276.75	\$ 2,015,712.93		\$ 101,436.18
Hotels and restaurants.....	90,393.20	82,059.20	\$ 8,334.00	
Grain elevators.....	130,585.28	186,367.87		55,782.59
Producing power sold.....	7,410.66	7,777.79		367.13
Total.....	\$ 2,142,665.89	\$ 2,291,917.79		\$ 149,251.90
GENERAL:				
Salaries and expenses of general officers.....	\$ 630,167.11	\$ 665,075.68		\$ 34,908.57
Salaries and expenses of clerks and attendants.....	3,790,430.30	3,905,156.17		114,725.87
General office supplies and expenses.....	113,098.99	122,858.75		9,759.76
Law expenses.....	776,160.01	891,282.76		115,122.75
Insurance.....	2,823.31	2,742.87	\$ 80.44	
Relief Department expenses.....	390,087.26	310,161.82	79,925.44	
Pensions.....	1,477,049.32	1,251,729.72	225,319.60	
Stationery and printing.....	165,797.48	212,133.61		46,336.13
Valuation expenses.....	299,221.00	326,045.42		26,824.42
Other expenses.....	385,152.56	436,350.45		51,197.89
General joint facilities—Dr.....	121,555.78	132,522.51		10,966.73
General joint facilities—Cr.....	5,647.77	6,002.85	355.08	
Total.....	\$ 8,145,895.35	\$ 8,250,056.91		\$ 104,161.56
TRANSPORTATION FOR INVESTMENT—CR.....	\$ 51,769.26	\$ 62,794.03	\$ 11,024.77	

SUMMARY.

Maintenance of Way and Structures.....	\$ 22,442,383.22	\$ 29,418,140.40		\$ 6,975,757.18
Maintenance of Equipment.....	41,693,160.41	51,765,468.56		10,072,308.15
Traffic.....	6,269,933.11	5,948,432.01	\$321,501.10	
Transportation—Rail line.....	72,500,105.83	82,958,812.86		10,458,707.03
Miscellaneous operations.....	2,142,665.89	2,291,917.79		149,251.90
General expenses.....	8,145,895.35	8,250,056.91		104,161.56
Transportation for Investment—Cr.....	51,769.26	62,794.03	11,024.77	
Grand total.....	\$153,142,374.55	\$180,570,034.50		\$27,427,659.95

Italics indicate credits.

TABLE 6.

EARNINGS, EXPENSES AND NET EARNINGS BY YEARS.

EARNINGS.

YEARS ENDED.	*AVERAGE MILEAGE.	FREIGHT REVENUE.	PASSENGER REVENUE.	MAIL REVENUE.	EXPRESS REVENUE.	OTHER TRANSPORTATION REVENUE.	NON-TRANSPORTATION REVENUE.	GROSS REVENUE.
Dec. 31, 1930	5,568.53	\$173,706,336.87	\$18,567,621.81	\$3,353,728.75	\$3,811,356.56	\$2,791,858.55	\$4,429,532.90	\$206,660,435.44
Dec. 31, 1929	5,577.13	205,489,402.21	22,138,626.51	4,678,364.15	5,056,399.38	3,200,509.91	4,855,474.11	245,418,776.27
Dec. 31, 1928	5,548.39	197,215,443.81	23,712,130.63	3,059,411.53	4,829,869.10	3,275,949.60	4,725,875.91	236,818,680.58
Dec. 31, 1927	5,553.13	203,571,444.50	26,286,707.50	2,759,406.57	5,050,741.18	3,341,430.87	5,072,336.90	246,082,067.52
Dec. 31, 1926	5,551.70	212,491,018.33	28,137,228.19	2,744,745.13	5,287,530.41	3,654,894.35	5,257,969.45	257,573,385.86
Dec. 31, 1925	5,197.33	193,558,360.73	27,904,665.29	2,719,185.59	5,225,379.76	3,600,464.37	4,538,883.94	237,546,939.68
Dec. 31, 1924	5,196.18	180,179,357.18	29,047,718.38	2,709,836.58	4,786,832.49	3,451,561.02	4,143,489.20	224,318,794.85
Dec. 31, 1923	5,206.87	208,587,996.20	30,752,790.80	2,526,213.34	4,992,622.90	3,535,610.59	5,199,201.43	255,594,435.26
Dec. 31, 1922	5,212.05	159,506,624.69	26,801,741.73	2,593,804.83	4,467,546.23	3,129,144.29	4,344,307.90	200,843,169.67
Dec. 31, 1921	5,235.08	156,762,038.50	29,428,313.95	2,765,813.02	2,095,723.36	2,971,456.86	5,054,507.51	199,077,853.20
Average....	5,384.64	\$189,106,802.30	\$26,277,754.48	\$2,991,050.95	\$4,560,400.14	\$3,295,288.04	\$4,762,157.92	\$230,993,453.83

EXPENSES.

YEARS ENDED.	MAINTENANCE OF WAY AND STRUCTURES.	MAINTENANCE OF EQUIPMENT.	TRAFFIC.	TRANSPORTATION.	MISCELLANEOUS OPERATIONS.	GENERAL.	TRANSPORTATION FOR INVESTMENT. (Credit.)	TOTAL OPERATING EXPENSES.	PERCENTAGE OF EXPENSES TO EARNINGS.	NET REVENUE FROM RAILWAY OPERATIONS.
Dec. 31, 1930	\$22,442,383.22	\$41,693,160.41	\$6,269,933.11	\$72,500,105.83	\$2,142,665.89	\$8,145,895.35	Cr. \$ 51,769.26	\$153,142,374.55	74.10	\$53,518,060.89
Dec. 31, 1929	29,418,140.40	51,765,468.56	5,948,432.01	82,958,812.86	2,291,917.79	8,250,056.91	Cr. 62,794.03	180,570,034.50	73.58	64,848,741.77
Dec. 31, 1928	26,895,745.51	47,404,094.77	5,748,601.11	82,429,731.32	2,194,397.05	7,958,369.18	Cr. 80,071.37	172,550,867.57	72.86	64,267,813.01
Dec. 31, 1927	30,895,332.83	51,318,762.59	5,599,463.05	87,290,534.31	2,314,233.60	8,851,615.81	Cr. 98,880.34	186,171,061.85	75.65	59,911,005.67
Dec. 31, 1926	32,639,546.80	55,039,905.77	5,241,031.88	89,545,840.56	2,327,038.16	6,793,828.73	Cr. 114,891.40	191,472,300.50	74.34	66,101,085.36
Dec. 31, 1925	28,440,415.95	53,206,660.75	4,551,081.63	84,621,877.16	2,153,188.43	6,210,388.05	Cr. 84,014.91	179,099,597.06	75.40	58,447,342.62
Dec. 31, 1924	26,638,363.05	48,659,503.96	4,242,473.18	85,313,754.95	1,789,046.20	6,169,512.10	Cr. 60,021.07	172,752,632.37	77.01	51,566,162.48
Dec. 31, 1923	29,318,700.72	63,881,472.30	3,916,435.76	94,676,661.15	1,653,199.60	5,917,658.45	Cr. 40,166.55	199,323,961.43	77.98	56,270,473.83
Dec. 31, 1922	23,325,886.80	48,439,422.37	3,560,796.63	82,408,878.33	1,647,881.02	5,658,981.82	Cr. 20,472.57	165,021,374.40	82.16	35,821,795.27
Dec. 31, 1921	24,724,536.53	45,395,490.54	3,305,379.48	85,697,490.47	1,579,430.69	6,408,287.46	Cr. 38,522.18	167,072,092.99	83.92	32,005,760.21
Average...	\$27,473,905.18	\$50,680,394.20	\$4,838,362.78	\$84,744,368.70	\$2,009,299.84	\$7,036,459.39	Cr. \$ 65,160.37	\$176,717,629.72	76.50	\$54,275,824.11

* Excludes passenger trackage rights between Philadelphia and Jersey City.

TABLE 7.

INCOME, DEDUCTIONS, DIVIDENDS AND SURPLUS BY YEARS.

YEARS ENDED.	NET RAILWAY OPERATING INCOME.	OTHER CORPORATE INCOME.	GROSS CORPORATE INCOME.	DEDUCTIONS FOR FIXED INTEREST AND OTHER INCOME CHARGES.	NET CORPORATE INCOME.	DIVIDENDS.			SURPLUS. (After Allowance for Dividends.)
						PREFERRED STOCK	COMMON STOCK	AMOUNT.	
Dec. 31, 1930	\$40,248,613.38	\$11,243,924.10	\$51,492,537.48	\$30,068,767.16	\$21,423,770.32	4%	7%	\$20,295,214.68	\$ 1,128,555.64
Dec. 31, 1929	49,184,109.94	8,427,835.53	57,611,945.47	28,844,037.00	28,767,908.47	4%	6 1/2%	17,722,311.06	11,045,597.41
Dec. 31, 1928	49,387,716.24	7,378,324.96	56,766,041.20	27,665,110.65	29,100,930.55	4%	6%	15,265,803.44	13,835,127.11
Dec. 31, 1927	44,818,197.32	8,570,727.28	53,388,924.60	30,755,579.48	22,633,345.12	4%	6%	13,319,019.44	9,314,325.68
Dec. 31, 1926	50,163,849.85	7,116,337.92	57,280,187.77	29,670,428.76	27,609,759.01	4%	6%	11,471,253.44	16,138,505.57
Dec. 31, 1925	43,034,087.16	6,489,976.84	49,524,064.00	28,730,555.89	20,793,508.11	4%	5%	9,951,796.80	10,841,711.31
Dec. 31, 1924	38,084,323.64	5,657,289.68	43,741,613.32	27,421,923.70	16,319,689.62	4%	5%	9,951,864.66	6,367,824.96
Dec. 31, 1923	42,133,129.30	6,032,520.34	48,165,649.64	25,743,613.74	22,422,035.90	4%	2 1/2%	6,153,096.98	16,268,938.92
Dec. 31, 1922	23,735,005.21	6,187,132.39	29,922,137.60	25,546,764.31	4,375,373.29	4%	.....	2,354,527.24	2,020,846.05
Dec. 31, 1921	21,941,696.41	10,125,087.79	32,066,784.20	25,677,892.93	6,388,891.27	4%	.....	2,354,529.14	4,034,362.13
Average....	\$40,273,072.85	\$ 7,722,915.68	\$47,995,988.53	\$28,012,467.36	\$19,983,521.17	.....	.....	\$10,883,941.69	\$ 9,099,579.48

TABLE 8.

REVENUE PASSENGER TRAFFIC STATISTICS.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

	1930.	1929.	INCREASE.	DECREASE.
Average miles of road operated.....	*5,111.67	*5,186.21		74.54
Passenger revenue.....	\$18,567,621.81	\$22,138,626.51		\$3,571,004.70
Percentage of total revenue.....	8.98%	9.02%		0.04%
Number of passengers carried.....	7,143,358	9,038,071		1,894,713
Number of passengers carried one mile.....	625,376,546	728,586,197		103,209,651
Average miles each passenger was carried.....	87.55	80.61	6.94	
Number of passengers carried per mile of road.....	1,397	1,743		346
Number of passengers carried one mile per mile of road.....	122,343	140,485		18,142
Passenger train revenue per mile of road—passengers only.....	\$3,632.40	\$4,268.75		\$636.35
Average revenue per passenger.....	\$2.5993	\$2.4495	\$0.1498	
Average revenue per passenger per mile (cents).....	2.969¢	3.039¢		0.070¢
Average number of passengers per train.....	38	42		4
Passenger train mileage (excluding express trains).....	16,503,059	17,211,315		708,256
Passenger train mileage per mile of road (excluding express trains).....	3,229	3,319		90
Passenger revenue per train mile—passengers only.....	\$1.1251	\$1.2863		\$0.1612
Passenger train mileage (including express trains).....	17,910,381	18,610,392		700,011
Passenger train mileage per mile of road (including express trains).....	3,504	3,588		84
Passenger train earnings—all sources.....	\$26,367,072.84	\$32,663,103.51		\$6,296,030.67
Percentage of passenger train earnings to total earnings.....	12.76%	13.31%		0.55%
Passenger train earnings per mile of road—all sources.....	\$5,158.21	\$6,298.07		\$1,139.86
Passenger train earnings per train mile—all sources.....	\$1.4722	\$1.7551		\$0.2829

* Excludes mileage used exclusively for freight traffic.

TABLE 9.

REVENUE PASSENGER TRAFFIC STATISTICS BY YEARS.

YEARS ENDED.	AVERAGE MILEAGE OPERATED. (*)	REVENUE PASSENGERS.	PASSENGERS PER MILE OF ROAD.	PASSENGERS ONE MILE.	PASSENGERS ONE MILE PER MILE OF ROAD.	AVERAGE DISTANCE CARRIED. (Miles.)	PASSENGER TRAIN EARNINGS PER MILE OF ROAD.		AVERAGE RATE PER PASSENGER PER MILE. (Cents.)	AVERAGE REVENUE PER PASSENGER.	TOTAL PASSENGER TRAIN MILES.	TOTAL PASSENGER TRAIN MILES PER MILE OF ROAD.	PASSENGER TRAIN EARNINGS ALL SOURCES PER TRAIN MILE.
							PASSENGERS ONLY.	ALL SOURCES.					
Dec. 31, 1930	5,111.67	7,143,358	1,397	625,376,546	122,343	87.55	\$3,632.40	\$5,158.21	2.969¢	\$2.5993	16,503,059	3,229	\$1.4722
Dec. 31, 1929	5,186.21	9,038,071	1,743	728,586,197	140,485	80.61	4,268.75	6,298.07	3.039	2.4495	17,211,315	3,319	1.7551
Dec. 31, 1928	5,210.10	10,257,996	1,969	768,550,062	147,511	74.92	4,551.19	6,239.32	3.085	2.3116	17,442,553	3,348	1.7207
Dec. 31, 1927	5,214.79	12,873,274	2,469	844,449,038	161,933	65.60	5,040.80	6,738.63	3.113	2.0420	17,561,499	3,368	1.8530
Dec. 31, 1926	5,239.00	13,736,339	2,622	902,306,942	172,229	65.69	5,370.72	7,113.07	3.118	2.0484	17,381,514	3,318	1.9856
Dec. 31, 1925	5,294.04	14,745,684	2,785	878,441,702	165,930	59.57	5,270.96	6,963.20	3.177	1.8924	16,807,709	3,406	2.0444
Dec. 31, 1924	5,292.89	16,907,215	3,194	902,528,153	170,517	53.38	5,488.06	7,120.22	3.218	1.7181	17,170,493	3,471	2.0516
Dec. 31, 1923	5,303.58	18,199,242	3,432	942,329,707	177,678	51.78	5,798.50	7,422.40	3.263	1.6898	16,711,918	3,378	2.1971
Dec. 31, 1922	5,212.05	17,992,565	3,452	810,848,329	155,572	45.07	5,142.26	6,703.86	3.305	1.4896	15,165,531	3,143	2.1332
Dec. 31, 1921	5,235.08	21,204,736	4,051	895,254,315	171,011	42.22	5,621.37	6,769.17	3.287	1.3878	15,350,054	3,166	2.1383

* Excludes mileage used exclusively for freight traffic.

TABLE 10.

REVENUE FREIGHT TRAFFIC STATISTICS.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

ALL TRAFFIC. (Including Bituminous Coal.)	1930.	1929.	INCREASE.	DECREASE.
Average miles of road operated.....	*5,540.21	*5,548.87		8.66
Freight revenue.....	\$173,706,336.87	\$205,489,402.21		\$31,783,065.34
Percentage of total revenue.....	84.05%	83.73%	0.32%	
Number of revenue tons carried.....	91,907,620	108,602,048		16,694,428
Number of revenue tons carried one mile.....	17,198,081,979	20,657,869,061		3,459,787,082
Average miles each ton was carried.....	187.12	190.22		3.10
Number of revenue tons carried per mile of road.....	16,589	19,572		2,983
Number of revenue tons carried one mile per mile of road.....	3,104,229	3,722,897		618,668
Freight revenue per mile of road.....	\$31,353.75	\$37,032.66		\$5,678.91
Average revenue per ton.....	\$1.8900	\$1.8921		\$0.0021
Average revenue per ton per mile (cents).....	1.010¢	0.995¢	0.015¢	
Average number of revenue tons loaded in car.....	28.47	29.00		0.53
Average train load (revenue tons).....	892.27	871.92	20.35	
Average number loaded cars in train.....	31.34	30.06	1.28	
Average number empty cars in train.....	20.53	18.87	1.66	
Revenue freight train mileage.....	19,274,620	23,692,344		4,417,724
Revenue freight train mileage per mile of road.....	3,479	4,270		791
Freight revenue per revenue freight train mile.....	\$9.0122	\$8.6732	\$0.3390	
BITUMINOUS COAL.				
Number of revenue tons carried.....	40,791,490	48,559,984		7,768,494
Number of revenue tons carried one mile.....	7,725,232,222	9,173,679,227		1,448,447,005
Average miles each ton was carried.....	189.38	188.91	0.47	
Average revenue per ton.....	\$1.2354	\$1.2319	\$0.0035	
Average revenue per ton per mile (cents).....	0.652¢	0.652¢		
OTHER TRAFFIC.				
Number of revenue tons carried.....	51,116,130	60,042,064		8,925,934
Number of revenue tons carried one mile.....	9,472,849,757	11,484,189,834		2,011,340,077
Average miles each ton was carried.....	185.32	191.27		5.95
Average revenue per ton.....	\$2.4124	\$2.4261		\$0.0137
Average revenue per ton per mile (cents).....	1.302¢	1.268¢	0.034¢	

* Excludes mileage used exclusively for passenger traffic.

NOTE—Tonnage on basis of 2,000 lbs. to the ton. Company's freight excluded.

TABLE 11.

REVENUE FREIGHT TRAFFIC STATISTICS BY YEARS.

YEARS ENDED.	AVERAGE MILEAGE OPERATED. (*)	REVENUE FREIGHT TONS.	REVENUE TONS PER MILE OF ROAD.	REVENUE TONS ONE MILE.	REVENUE TONS ONE MILE PER MILE OF ROAD.	AVERAGE DISTANCE CARRIED. (Miles.)	FREIGHT REVENUE PER MILE OF ROAD.	AVERAGE RATE PER TON PER MILE. (Cents.)	AVERAGE REVENUE PER TON.	REVENUE FREIGHT TRAIN MILES.	AVERAGE TRAIN LOAD. (Tons.)	FREIGHT REVENUE PER REVENUE FREIGHT TRAIN MILE.	REVENUE FREIGHT TRAIN MILES PER MILE OF ROAD.
Dec. 31, 1930	5,540.21	91,907,620	16,589	17,198,081,979	3,104,229	187.12	\$31,353.75	1.010¢	\$1.8900	19,274,620	892.27	\$9.0122	3,479
Dec. 31, 1929	5,548.87	108,602,048	19,572	20,657,869,061	3,722,897	190.22	37,032.66	0.995	1.8921	23,692,344	871.92	8.6732	4,270
Dec. 31, 1928	5,534.60	103,714,942	18,739	20,243,199,084	3,657,572	195.18	35,633.19	0.974	1.9015	23,262,031	870.22	8.4780	4,203
Dec. 31, 1927	5,539.35	108,495,849	19,586	20,841,869,236	3,762,512	192.10	36,750.06	0.977	1.8763	24,286,127	858.18	8.3821	4,384
Dec. 31, 1926	5,517.94	114,222,970	20,700	21,351,920,111	3,869,546	186.93	38,509.12	0.995	1.8603	25,079,209	851.38	8.4728	4,545
Dec. 31, 1925	5,197.33	104,637,773	20,133	19,459,442,692	3,744,123	185.97	37,241.88	0.995	1.8498	22,872,385	850.78	8.4625	4,401
Dec. 31, 1924	5,196.18	94,078,116	18,105	17,532,964,820	3,374,203	186.37	34,675.35	1.028	1.9152	22,310,085	785.88	8.0761	4,294
Dec. 31, 1923	5,206.87	107,254,773	20,599	20,616,284,974	3,959,439	192.22	40,060.15	1.012	1.9448	25,982,947	793.45	8.0279	4,990
Dec. 31, 1922	5,212.05	78,565,692	15,074	15,053,798,968	2,888,268	191.61	30,603.43	1.060	2.0302	19,751,403	762.16	8.0757	3,790
Dec. 31, 1921	5,235.08	71,573,662	13,672	14,209,154,989	2,714,219	198.52	29,944.54	1.103	2.1902	19,953,907	712.10	7.8562	3,810

* Excludes mileage used exclusively for passenger traffic.

NOTE—Tonnage on basis of 2,000 lbs. to the ton. Company's freight excluded.

TABLE 12.

STATEMENT OF COMMODITIES CARRIED.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

COMMODITIES.	1930.		1929.		INCREASE OR Decrease.
	TONS.	PER CENT.	TONS.	PER CENT.	
PRODUCTS OF AGRICULTURE:					
Wheat.....	519,903	.57	731,745	.67	211,842
Corn.....	487,822	.53	488,721	.45	899
Oats.....	196,755	.21	218,335	.20	21,580
Barley and rye.....	33,608	.04	76,108	.07	42,500
Rice.....	10,463	.01	12,430	.01	1,967
Grain (not otherwise specified).....	3,404	.....	7,919	.01	4,515
Flour, wheat.....	525,129	.57	534,473	.49	9,344
Meal, corn.....	13,338	.01	13,426	.01	88
Flour and meal, edible (not otherwise specified).....	18,843	.02	24,686	.02	5,843
Cereal food preparations, edible (not otherwise specified).....	41,669	.05	44,083	.04	2,414
Mill products (not otherwise specified).....	397,974	.43	415,113	.38	17,139
Hay and alfalfa.....	200,887	.22	165,823	.15	35,064
Straw.....	81,645	.09	72,515	.07	9,130
Tobacco, leaf.....	37,085	.04	31,772	.03	5,313
Cotton in bales.....	39,327	.04	44,347	.04	5,020
Cotton linters, noils and regins.....	32,464	.04	36,387	.03	3,923
Cottonseed.....	489	.....	987	.....	498
Cottonseed meal and cake.....	81,579	.09	61,711	.06	19,868
Oranges and grape fruit.....	149,143	.16	194,890	.18	45,747
Lemons, limes, and citrus fruits (not otherwise specified).....	19,539	.02	22,121	.02	2,582
Apples, fresh.....	111,589	.12	158,611	.15	47,022
Bananas.....	30,142	.03	28,813	.03	1,329
Berries, fresh.....	5,792	.01	8,447	.01	2,655
Cantaloupes and melons (not otherwise specified).....	23,110	.03	32,200	.03	9,090
Grapes, fresh.....	73,035	.08	71,575	.07	1,460
Peaches, fresh.....	22,228	.02	24,875	.02	2,647
Watermelons.....	53,326	.06	49,157	.05	4,169
Fruits, fresh, domestic (not otherwise specified).....	35,035	.04	24,516	.02	10,519
Fruits, fresh, tropical (not otherwise specified).....	8,922	.01	9,194	.01	272
Potatoes, other than sweet.....	160,495	.18	161,199	.15	704
Cabbage.....	31,138	.03	34,471	.03	3,333
Onions.....	35,860	.04	32,139	.03	3,721
Tomatoes.....	23,087	.03	22,614	.02	473
Vegetables, fresh (not otherwise specified).....	91,754	.10	89,472	.08	2,282
Beans and peas, dried.....	35,594	.04	32,459	.03	3,135
Fruits, dried or evaporated.....	11,701	.01	13,326	.01	1,625
Vegetables, dry (not otherwise specified).....	12,626	.01	15,523	.01	2,897
Vegetable-oil cake and meal, except cottonseed.....	16,550	.02	23,616	.02	7,066
Peanuts.....	13,048	.01	11,412	.01	1,636
Flaxseed.....	97	.....	230	.....	133
Sugar beets.....	42,123	.05	18,409	.02	23,714
Products of agriculture (not otherwise specified).....	166,196	.18	149,556	.14	16,640
Total.....	3,894,514	4.24	4,209,406	3.87	314,892
ANIMALS AND PRODUCTS:					
Horses, mules, ponies, and asses.....	6,761	.01	8,855	.01	2,094
Cattle and calves, single-deck.....	223,615	.24	228,269	.21	4,654
Calves, double-deck.....	11,449	.01	3,381	.....	8,068
Sheep and goats, single-deck.....	19,772	.02	14,386	.01	5,386
Sheep and goats, double-deck.....	32,057	.04	30,746	.03	1,311
Hogs, single-deck.....	42,137	.05	55,874	.05	13,737
Hogs, double-deck.....	260,553	.28	282,022	.26	21,469
Fresh meats (not otherwise specified).....	157,253	.17	159,512	.15	2,259
Meats, cured, dried, or smoked.....	65,583	.07	63,244	.06	2,339
Butterine and margarine.....	4,080	.....	4,767	.01	687
Packing-house products, edible (not otherwise specified), not in- cluding canned meats.....	69,395	.08	88,539	.08	19,144
Poultry, live.....	21,987	.02	25,218	.02	3,231
Poultry, dressed.....	14,725	.02	12,233	.01	2,492
Eggs.....	45,745	.05	41,375	.04	4,370
Butter.....	44,148	.05	45,359	.04	1,211
Cheese.....	9,985	.01	9,196	.01	789
Wool.....	17,545	.02	17,518	.02	27
Hides, green.....	50,141	.05	51,452	.05	1,311
Leather.....	24,843	.03	23,885	.02	958
Fish or sea-animal oil.....	6,941	.01	14,096	.01	7,155
Animals, live (not otherwise specified).....	1,813	.....	1,718	.....	95
Animal products (not otherwise specified), (other than fertilizers and fertilizer materials).....	109,495	.12	111,934	.10	2,439
Total.....	1,240,023	1.35	1,293,579	1.19	53,556

Italics indicate decrease.

NOTE—Tonnage on basis of 2,000 lbs. to the ton. Company's freight excluded.

TABLE 12—Continued.

STATEMENT OF COMMODITIES CARRIED.
YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

COMMODITIES.	1930.		1929.		INCREASE OR Decrease.
	TONS.	PER CENT.	TONS.	PER CENT.	
PRODUCTS OF MINES:					
Anthracite coal.....	1,288,519	1.40	1,285,081	1.18	3,438
Bituminous coal.....	40,791,490	44.38	48,559,984	44.71	7,768,494
Coke.....	1,306,673	1.42	1,813,908	1.67	507,235
Iron ore.....	3,223,453	3.51	4,193,647	3.86	970,194
Copper ore and concentrates.....	646		378		268
Lead ore and concentrates.....	140		930		790
Zinc ore and concentrates.....	79,546	.09	94,414	.09	14,868
Ores and concentrates.....	398,622	.43	401,563	.37	2,941
Gravel and sand (other than glass or moulding).....	2,407,964	2.62	2,677,576	2.47	269,612
Stone, broken, ground, or crushed.....	1,117,339	1.22	948,102	.87	169,237
Stone, rough (not otherwise specified).....	169,587	.18	198,747	.18	29,160
Stone, finished (not otherwise specified).....	50,119	.05	66,483	.06	16,369
Petroleum, crude.....	12,974	.01	40,628	.04	27,654
Asphalt (natural, by-product or petroleum).....	390,608	.43	414,555	.38	23,947
Salt.....	266,111	.29	267,670	.25	1,559
Phosphate rock, crude (ground or not ground).....	52,681	.06	41,405	.04	11,276
Sulphur (brimstone).....	62,322	.07	86,961	.08	24,639
Products of mines (not otherwise specified).....	4,784,048	5.21	5,174,820	4.77	390,772
Total.....	56,402,842	61.37	66,266,857	61.02	9,864,015
PRODUCTS OF FORESTS:					
Logs.....	67,218	.07	161,311	.15	94,093
Posts, poles, and piling.....	291,003	.32	396,319	.37	105,316
Wood (fuel).....	6,922	.01	9,254	.01	2,332
Ties, railroad.....	130,500	.14	174,766	.16	44,266
Pulp wood.....	85,256	.09	103,835	.10	18,579
Lumber, shingles, and lath.....	2,086,727	2.27	3,207,161	2.95	1,120,434
Box, crate, and cooperage materials.....	141,367	.15	154,595	.14	13,228
Veneer and built-up wood.....	14,383	.02	26,112	.02	11,729
Rosin.....	21,238	.02	26,437	.03	5,199
Turpentine.....	12,098	.01	11,830	.01	268
Crude rubber (not reclaimed).....	65,794	.07	110,387	.10	44,593
Products of forests (not otherwise specified).....	142,104	.16	142,710	.13	606
Total.....	3,064,610	3.33	4,524,717	4.17	1,460,107
MANUFACTURES AND MISCELLANEOUS:					
Petroleum oils, refined, and all other gasolines.....	3,008,488	3.27	2,947,263	2.71	61,225
Fuel, road, and petroleum residual oils (not otherwise specified).....	257,608	.28	303,452	.28	45,844
Lubricating oils and greases.....	287,978	.31	333,495	.31	45,517
Petroleum products (not otherwise specified).....	20,966	.02	26,723	.02	5,757
Cottonseed oil.....	132,472	.14	125,540	.12	6,932
Linseed oil.....	13,369	.02	20,082	.02	6,713
Vegetable oils (not otherwise specified).....	31,849	.03	21,820	.02	10,029
Sugar (beet or cane).....	363,299	.40	311,551	.29	51,748
Table syrups and edible molasses.....	49,371	.05	50,531	.05	1,160
Molasses, blackstrap and beet residual.....	44,661	.05	68,627	.06	23,966
Iron, pig.....	382,436	.42	570,316	.53	187,880
Iron and steel, rated 6th class in Official Classification (not otherwise specified).....	394,701	.43	614,597	.57	219,896
Rails, fastenings, frogs, and switches.....	140,279	.15	202,173	.19	61,894
Cast-iron pipe and fittings.....	140,218	.15	145,909	.13	5,691
Iron and steel pipe and fittings (not otherwise specified).....	1,037,330	1.13	1,118,927	1.03	81,597
Iron and steel: nails and wire, not woven.....	97,472	.11	144,928	.13	47,456
Iron and steel, rated 5th class in Official Classification (not otherwise specified), (also tin and terne plate).....	3,587,116	3.90	5,104,139	4.70	1,517,023
Copper: ingot, matte and pig.....	94,609	.10	166,186	.15	71,577
Copper, brass and bronze: bar, sheet and pipe.....	36,484	.04	61,313	.06	24,829
Lead and zinc: ingot, pig, or bar.....	113,384	.12	132,951	.12	19,567
Aluminum: ingot, pig, or slab.....	4,913	.01	6,733	.01	1,820
Machinery and boilers.....	334,184	.36	389,429	.36	55,245
Cement, natural or Portland, building.....	1,218,898	1.33	1,119,208	1.03	99,690
Brick, common.....	148,162	.16	246,365	.23	98,203
Brick (not otherwise specified) and building tile.....	962,024	1.05	1,219,044	1.12	257,020
Carried forward.....	12,902,271	14.03	15,451,302	14.24	2,549,031

Italics indicate decrease.

NOTE—Tonnage on basis of 2,000 lbs. to the ton. Company's freight excluded.

TABLE 12—Concluded.

STATEMENT OF COMMODITIES CARRIED.

YEAR ENDED DECEMBER 31, 1930, IN COMPARISON WITH YEAR ENDED DECEMBER 31, 1929.

COMMODITIES.	1930.		1929.		INCREASE OR Decrease.
	TONS.	PER CENT.	TONS.	PER CENT.	
MANUFACTURES AND MISCELLANEOUS—Concluded:					
Brought forward	12,902,271	14.03	15,451,302	14.24	2,549,031
Artificial stone (not otherwise specified)	65,058	.07	68,082	.06	3,024
Lime, common (quick or slack)	122,775	.13	179,197	.17	56,422
Plaster (stucco or wall) and dry kalsomine	92,343	.10	191,868	.18	99,525
Sewer pipe and drain tile (not metal)	360,697	.39	507,926	.47	147,229
Agricultural implements and parts (not otherwise specified)	31,351	.03	40,215	.04	8,864
Vehicles, horse-drawn, and parts (not otherwise specified)	4,855	.01	3,689	.....	1,166
Tractors and parts	22,572	.03	19,015	.02	3,557
Railway car wheels, axles, and trucks	49,817	.05	63,751	.06	13,934
Automobiles (passenger)	125,592	.14	198,925	.18	73,333
Autotrucks	9,700	.01	10,993	.01	1,293
Automobiles and autotrucks (knocked down), and parts (not otherwise specified)	293,565	.32	399,809	.37	106,244
Automobile and autotruck tires	88,149	.10	113,332	.10	25,183
Furniture, metal	18,050	.02	19,792	.02	1,742
Furniture, other than metal	66,168	.07	104,790	.10	38,622
Beverages	55,205	.06	42,223	.04	12,982
Ice	24,327	.03	24,860	.02	533
Fertilizers (not otherwise specified)	861,176	.94	840,685	.77	20,491
Newsprint paper	89,539	.10	97,813	.09	8,274
Printing paper (not otherwise specified)	337,721	.37	352,815	.32	15,094
Alcohol, denatured or wood	61,039	.07	77,577	.07	16,538
Sulphuric acid	217,777	.24	264,554	.24	46,777
Explosives (not otherwise specified)	20,990	.02	19,584	.02	1,406
Cotton cloth and cotton fabrics (not otherwise specified)	34,014	.04	44,518	.04	10,504
Bagging and bags, burlap, gunny, or jute	15,276	.02	18,727	.02	3,451
Canned food products (not otherwise specified)	331,449	.36	351,119	.32	19,670
Tobacco, manufactured products	16,282	.02	15,086	.01	1,196
Paints in oil and varnishes	48,600	.05	57,688	.05	9,088
Furnace slag	1,719,377	1.87	1,968,271	1.81	248,894
Scrap iron and scrap steel	928,340	1.01	1,119,146	1.03	190,806
Paper bags and wrapping paper	117,762	.13	124,424	.11	6,662
Paperboard, pulpboard, and wallboard (paper)	249,480	.26	275,544	.25	26,064
Building paper and prepared roofing materials	156,486	.17	200,954	.19	44,468
Building woodwork (mill work)	31,921	.04	38,015	.04	6,094
Soap and washing compounds	180,760	.20	201,189	.19	20,429
Glass, flat, other than plate	95,931	.10	99,716	.09	3,785
Glass: bottles, jars, and jelly glasses	416,032	.45	480,144	.44	64,112
Manufactures and miscellaneous (not otherwise specified)	5,194,699	5.65	6,167,608	5.68	972,909
Total	25,457,146	27.70	30,254,946	27.86	4,797,800
Grand Total, Carload Traffic	90,059,135	97.99	106,549,505	98.11	16,490,370
MERCHANDISE (all L. C. L. freight)	1,848,485	2.01	2,052,543	1.89	204,058
Grand Total, Carload and L. C. L.	91,907,620	100.00	108,602,048	100.00	16,694,428
Decrease					15.37%

Italics indicate decrease.

NOTE—Tonnage on basis of 2,000 lbs. to the ton. Company's freight excluded.

TABLE 13.

INCOME ACCOUNT.
SUBSIDIARY RAILROADS SEPARATELY OPERATED.
YEAR ENDED DECEMBER 31, 1930.

	THE BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD Co.	THE STATEN ISLAND RAPID TRANSIT RAIL- WAY Co.	DAYTON & UNION RAILROAD COMPANY.
AVERAGE MILES OPERATED.....	83.00	23.54	46.99
RAILWAY OPERATING REVENUES.....	\$3,851,974.83	\$2,448,958.88	\$113,330.17
RAILWAY OPERATING EXPENSES.....	3,238,305.90	1,829,710.37	103,960.54
Net revenues from railway operations.....	\$ 613,668.93	\$ 619,248.51	\$ 9,369.63
OTHER OPERATING CHARGES:			
Railway tax accruals.....	\$ 521,867.30	\$ 207,492.43	\$ 7,804.83
Uncollectible railway revenues.....	155,710.83	2,020.01	224.92
Equipment rents—Net debit.....	1,434,990.35	407,108.09	21,836.26
Joint facility rents—Net debit.....		295,503.99	9,949.18
Total other operating charges.....	\$ 757,412.22	\$ 321,116.54	\$ 39,815.19
NET RAILWAY OPERATING INCOME.....	\$1,371,081.15	\$ 298,131.97	\$ 30,445.56
OTHER CORPORATE INCOME:			
Income from lease of road.....	\$ 435,883.68		
Miscellaneous rent income.....	87,672.83	\$ 10,639.12	\$ 2,350.00
Miscellaneous non-operating physical property.....			1,000.20
Income from unfunded securities and accounts.....	72,559.82	46,766.23	269.04
Income from sinking and other reserve funds.....		2,037.60	
Miscellaneous income.....	13,670.51	80.50	
Total other corporate income.....	\$ 609,786.84	\$ 59,523.45	\$ 3,619.24
GROSS CORPORATE INCOME.....	\$1,980,867.99	\$ 357,655.42	\$ 26,826.32
DEDUCTIONS FROM GROSS CORPORATE INCOME:			
Miscellaneous rents.....	\$ 784.45	\$ 21,144.20	\$ 3,840.00
Miscellaneous tax accruals.....	1,044.77		
Interest on funded and unfunded debt:			
Held by public.....	44,303.13	23,201.27	525.96
Held by The Baltimore & Ohio R. R. Co.....	1,333,075.46	438,520.41	
Miscellaneous income charges.....	89.78		
Total deductions from gross corporate income.....	\$1,379,297.59	\$ 482,865.88	\$ 4,365.96
NET CORPORATE INCOME OR DEFICIT (see note).....	\$ 601,570.40	\$ 125,210.46	\$ 31,192.28

Italics indicate credits and deficits.

NOTE—The net corporate income of subsidiary companies is transferred to the Baltimore & Ohio Railroad income, and that Company's income is charged with any deficits of such companies, so that the income account of The Baltimore & Ohio Railroad Company, Table 1, reflects the operations of all of the System properties.

TABLE 14.

RELIEF DEPARTMENT—RELIEF FEATURE.
 OPERATING INCOME ACCOUNT AND BALANCE SHEET.
 YEAR ENDED DECEMBER 31, 1930.

INCOME ACCOUNT.			
INCOME:			
Contributions by members.....		\$1,919,138.16	
Interest on securities and monthly balances.....		154,222.79	
Total income.....			\$2,073,360.95
DISBURSEMENTS AND CHARGES:			
Disablement benefits:			
Accident.....	\$ 166,674.33		
Sickness.....	748,480.61	\$ 915,154.94	
Death benefits:			
Accident.....	\$ 64,000.00		
Natural.....	742,186.76	806,186.76	
Total disablement and death benefits paid.....		\$1,721,341.70	
Expense of artificial limbs furnished.....		3,166.00	
Total all benefits paid.....		\$1,724,507.70	
Adjustment in value of securities.....		39,373.00	
			1,763,880.70
BALANCE TO RESERVE ACCOUNT.....			\$ 309,480.25

BALANCE SHEET.

ASSETS.			
Cash in treasury.....		\$ 899,306.12	
Securities in treasury.....		2,438,053.28	
Miscellaneous.....		657.44	
Total assets.....			\$3,338,016.84
LIABILITIES.			
Outstanding orders on Treasurer.....	\$ 74,636.90		
Contributions paid in advance.....	109,043.50		
Miscellaneous.....	30.00		
Total liabilities.....			183,710.40
Reserves:			
Against estimated liabilities due, or to become due, members			
account of disability beginning prior to December 31, 1930.....	\$ 362,728.64		
Against liability on mortuary risk outstanding.....	2,791,577.80		
Total reserves.....			\$ 3,154,306.44

NOTE—All expenses of administering the affairs of this Feature were assumed and paid by The Baltimore and Ohio R. R. Co.

W. M. KENNEDY, *Superintendent.*

The securities above referred to are in my custody.

Examined and found correct.

E. M. DEVEREUX,
Treasurer.

J. J. EKIN,
Comptroller.

TABLE 14—Concluded.

RELIEF DEPARTMENT—SAVINGS FEATURE.
OPERATING INCOME ACCOUNT AND BALANCE SHEET.
YEAR ENDED DECEMBER 31, 1930.

INCOME ACCOUNT.

INCOME:			
Interest on securities and monthly balances.....	\$	569,508.98	
Interest on loans.....		671,227.45	
Miscellaneous.....		9,577.90	
Total income.....	\$		1,250,314.33
DEDUCTIONS FROM INCOME:			
Amount required to pay depositors 4% interest (guaranteed).....	\$	813,131.76	
Amount required to pay 1½% dividend.....		302,201.12	
Adjustment in value of securities.....		100,000.00	1,215,332.88
BALANCE TO SURPLUS ACCOUNT.....	\$		34,981.45

BALANCE SHEET.

ASSETS.			
Loans to employes secured by first mortgage on real estate.....	\$11,225,755.83		
Investment in securities.....	10,865,683.21		
Cash in treasury.....	844,727.44		
Miscellaneous.....	97,958.11		
Total assets.....		\$23,034,124.59	
LIABILITIES.			
Depositors.....	\$21,684,367.31		
Outstanding orders on Treasurer.....	57,522.10		
Miscellaneous.....	182.57		
Total liabilities.....		21,742,071.98	
Surplus.....		\$	1,292,052.61
Number of depositors December 31, 1930.....	11,986		
Number of depositors December 31, 1929.....	11,739		
Increase.....	247		

NOTE—All expenses of administering the affairs of this Feature were assumed and paid by The Baltimore and Ohio R. R. Co.

W. M. KENNEDY, *Superintendent.*

The securities above referred to are in my custody

E. M. DEVEREUX,
Treasurer.

Examined and found correct.

J. J. EKIN,
Comptroller.

TABLE 15.

STATEMENT OF EQUIPMENT OWNED AND IN SERVICE.
DECEMBER 31, 1930.

	UNITS OF EQUIPMENT IN SERVICE DECEMBER 31, 1930.			CAPACITY.	
	THE BALTIMORE & OHIO R. R. Co.	SEPARATELY OPERATED SUBSIDIARIES.	TOTAL.	TOTAL.	AVERAGE.
TRACTIVE POWER—LBS.					
LOCOMOTIVES:					
Steam.....	2,349	23	2,372	122,058,320	51,458
Electric.....	13	.....	13	646,800	49,754
Other.....	2	.....	2	51,100	25,550
Total locomotives.....	2,364	23	2,387	122,756,220	51,427
CARRYING CAPACITY—TONS.					
FREIGHT TRAIN CARS:					
Box.....	44,369	.....	44,369	1,870,840	42
Refrigerator.....	1,004	.....	1,004	35,140	35
Flat.....	1,727	12	1,739	86,440	50
Stock.....	48	.....	48	1,920	40
Coal.....	54,808	14	54,822	3,092,565	56
Miscellaneous.....	5	.....	5	350	70
Total.....	101,961	26	101,987	5,087,255	50
Caboose.....	1,209	28	1,237	.....	.....
Total freight train cars.....	103,170	54	103,224	.....	.....
Percentage of freight train cars of steel, steel underframe and steel center sill construction to total freight cars.	99.54%	96.30%	99.54%		
SEATING CAPACITY—PERSONS.					
PASSENGER TRAIN CARS:					
Coaches and combination coaches.....	848	.....	848	58,480	69
Cafe-club, cafe-parlor, club-lounge and dining cars.....	94	.....	94	3,179	34
Total.....	942	.....	942	61,659	65
Baggage and combination baggage.....	359	.....	359	.....	.....
Express and postal.....	445	.....	445	.....	.....
Total passenger train cars.....	1,746	.....	1,746	.....	.....
WORK EQUIPMENT:					
Road—Miscellaneous.....	3,622	85	3,707	.....	.....
Marine—Miscellaneous.....	12	.....	12	.....	.....
Total work equipment.....	3,634	85	3,719	.....	.....
MARINE EQUIPMENT:					
Tug boats.....	15	.....	15	.....	.....
Ferry boats.....	.....	3	3	.....	.....
Car floats.....	61	.....	61	.....	.....
Lighters.....	128	.....	128	.....	.....
Total marine equipment.....	204	3	207	.....	.....
MISCELLANEOUS EQUIPMENT:					
Motor vehicles.....	41	.....	41	.....	.....
Other.....	34	.....	34	.....	.....
Total Miscellaneous Equipment.....	75	.....	75	.....	.....

TABLE 16.
MILEAGE OF OPERATING DISTRICTS.
DECEMBER 31, 1930.

NAME.	FIRST TRACK.	SECOND TRACK.	THIRD TRACK.	FOURTH TRACK.	SIDINGS AND OTHER TRACKS.	GRAND TOTAL.
NEW YORK TERMINAL LINES. (Exclusive of Staten Island Properties.)						
Arthur Kill Bridge, N. J., to Cranford Junction, N. J.....	5.29				9.82	15.11
Branches.....					1.43	1.43
TOTAL NEW YORK TERMINAL LINES.....	5.29				11.25	16.54
<i>Trackage, Jersey City, N. J., to Philadelphia, Pa.—Passenger only</i>	<i>89.30</i>	<i>89.30</i>				<i>178.60</i>
MARYLAND DISTRICT.						
Philadelphia, Pa., to Grafton, W. Va.....	371.20	370.65	111.00	25.39	371.92	1,250.16
Relay, Md., to Point of Rocks, Md.....	71.15	71.15			40.76	183.06
Harper's Ferry, W. Va., to Lexington, Va.....	112.53				25.03	137.56
Other main lines and branches.....	277.49	39.80	0.82		316.33	634.44
<i>Trackage.....</i>	<i>8.57</i>	<i>6.30</i>	<i>0.86</i>	<i>2.32</i>	<i>2.10</i>	<i>20.15</i>
TOTAL MARYLAND DISTRICT.....	840.94	487.90	112.68	27.71	756.14	2,225.37
WEST VIRGINIA DISTRICT.						
Grafton, W. Va., to Holloway, Ohio.....	136.34	52.59	2.42	2.47	164.26	358.08
Grafton, W. Va., to Belpre, Ohio.....	104.25	14.49			72.05	190.79
Fairmont, W. Va., to Richwood, W. Va.....	151.21				62.56	213.77
Clarksburg, W. Va., to Wheeling, W. Va.....	93.96				39.91	133.87
Charleston, W. Va., to Elkins, W. Va.....	174.13				40.94	215.07
Brooklyn Junction, W. Va., to Kenova, W. Va.....	183.71				43.75	227.46
Other main lines and branches.....	270.24	5.84			63.93	340.01
<i>Trackage.....</i>	<i>5.50</i>				<i>9.42</i>	<i>14.92</i>
TOTAL WEST VIRGINIA DISTRICT.....	1,119.34	72.92	2.42	2.47	496.82	1,693.97
PENNSYLVANIA DISTRICT.						
Cumberland, Md., to New Castle Junction, Pa.....	206.89	206.42	28.17	14.55	229.51	685.54
Rockwood, Pa., to Johnstown, Pa.....	45.06	1.25			34.44	80.75
Fairmont, W. Va., to Connellsville, Pa.....	66.23	9.58			39.15	114.96
Wheeling, W. Va., to Pittsburgh, Pa.....	60.78	10.70			24.21	95.69
Callery, Pa., to Mt. Jewett, Pa.....	137.42	1.53	0.14		23.48	162.57
Other main lines and branches.....	183.15	1.93			65.20	250.28
<i>Trackage.....</i>	<i>15.25</i>	<i>3.05</i>	<i>2.78</i>		<i>2.21</i>	<i>23.29</i>
TOTAL PENNSYLVANIA DISTRICT.....	714.78	234.46	31.09	14.55	418.20	1,413.08
NORTHWEST DISTRICT.						
New Castle Junction, Pa., to Chicago, Ill.....	407.22	387.49			366.14	1,160.85
Cleveland, Ohio, to Valley Junction, Ohio.....	75.35	2.23			102.16	179.74
Holloway, Ohio, to Warwick, Ohio.....	70.77	15.66			49.25	135.68
Sterling, Ohio, to Cleveland, Ohio.....	43.47	4.87			17.55	65.89
DeForest Junction, Ohio, to Fairport, Ohio.....	50.71	0.96	0.24		60.52	112.43
Bellaire, Ohio, to Columbus, Ohio.....	135.23	37.09	9.02	13.83	107.02	302.19
Zanesville, Ohio, to Marietta, Ohio.....	72.12				11.24	83.36
Sandusky, Ohio, to Shawnee, Ohio.....	159.85	4.65			80.10	244.60
Other main lines and branches.....	130.33	29.79			151.93	312.05
<i>Trackage.....</i>	<i>36.06</i>	<i>43.26</i>	<i>0.31</i>		<i>18.25</i>	<i>97.88</i>
TOTAL NORTHWEST DISTRICT.....	1,181.11	526.00	9.57	13.83	964.16	2,694.67
SOUTHWEST DISTRICT.						
Belpre, Ohio, to East St. Louis, Ill.....	528.39	79.54			395.04	1,002.97
Cincinnati, Ohio, to Toledo, Ohio.....	200.84	81.59			292.68	575.11
North Vernon, Ind., to Louisville, Ky.....	54.19				14.15	68.34
Hamilton, Ohio, to Springfield, Ill.....	281.39	0.77			101.84	384.00
Other main lines and branches.....	602.21	1.26			212.79	816.26
<i>Trackage.....</i>	<i>35.70</i>	<i>41.68</i>	<i>0.99</i>	<i>0.90</i>	<i>9.54</i>	<i>88.81</i>
TOTAL SOUTHWEST DISTRICT.....	1,702.72	204.84	0.99	0.90	1,026.04	2,935.49
SUMMARY						
Miles of road owned and operated.....	5,265.89	1,370.60	142.91	42.41	3,361.16	10,182.97
Miles of road jointly owned and operated.....	49.51	38.26	8.90	13.83	60.15	170.65
TOTAL MILES OWNED AND OPERATED.....	5,315.40	1,408.86	151.81	56.24	3,421.31	10,353.62
Miles of road under lease.....	147.70	22.97			209.78	380.45
TOTAL MILES OF ROAD.....	5,463.10	1,431.83	151.81	56.24	3,631.09	10,734.07
<i>Miles of road over which this Company has trackage rights.....</i>	<i>101.08</i>	<i>94.29</i>	<i>4.94</i>	<i>3.22</i>	<i>41.52</i>	<i>245.05</i>
TOTAL MILES OF ROAD OVER WHICH THIS COMPANY HAS TRACAGE RIGHTS.....	5,564.18	1,526.12	156.75	59.46	3,672.61	10,979.12
<i>Miles of passenger trackage rights, Jersey City to Philadelphia.....</i>	<i>89.30</i>	<i>89.30</i>				<i>178.60</i>
TOTAL OPERATED MILEAGE—B. & O. R. R. Co.....	5,653.48	1,615.42	156.75	59.46	3,672.61	11,157.72
Miles of owned and separately operated subsidiaries.....	153.53	89.26	0.62	0.62	239.74	483.77
GRAND TOTAL FOR THE BALTIMORE AND OHIO SYSTEM.....	5,807.01	1,704.68	157.37	60.08	3,912.35	11,641.49

Italics indicate trackage rights.

